The Bombay Gazette.

No. 7,005.—New Series. BOMBAY:—FRIDAY, JULY 21, 1871. Annual Subscription in Advance...Rupees Fifty-two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For year in advance delivered in Town	Rs. 52 0
——— including postage	,, 72 0
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First insertion	Rs. 5 0
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LONG ADVERTISEMENTS.

First insertion	8 As. per line.
Second Ditto	4½ ,, ,,
Third and succeeding	2½ ,, ,,

In the Native Languages, double the above.

Domestic Occurrences. Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship DACCA, 1,639 Tons, 300 H.P., Commander J. Patterson, will be despatched on TUESDAY, the 1st Aug., at noon.

Aug.		Aug.
Leave BOMBAY	1	Leave Madras 14
,, Carwar	3	,, Cocanada 16
,, Naraakel	5	,, Vizagapatam 17
,, Jaffepatam	7	,, Bimlipatam 18
,, Tuticorin	8	,, Gopaulpore 19
,, Colombo	8	,, False Point 19
,, Galle	10	Arrive CALCUTTA 20
,, Negapatam	12	

During the S. W. Monsoon, viz., from the beginning of June to the end of August, the Steamers do not communicate with the ports of Mangalore, Cannanore, Calicut and Cochin, but passengers for the Neilgherries may be landed at Naraakel, six miles north of Cochin, from whence they may proceed by back water to stations on the Madras Railway.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF VIA KURRACHEE.

Interchanging Cargo and Passengers at Bussora, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every 14 days to the Persian Gulf, touching at KURRACHEE, GUADUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSSORAH.

The Steam ship CASHMERE, 1,028 tons, 200 H. P., Commander J. Ayres, will be despatched on SATURDAY, the 22nd July, 1871, at noon.

July.		Aug.
Leaves BOMBAY	22	Leave BUSSORAH 11
,, Kurrachee	27	,, Fao 14
,, Guadur	30	,, Bushire 17
,, Muscat	29	,, Linga 17
,, Bunder Abbas	31	,, Bunder Abbas 17
	Aug.	
,, Linga	2	,, Muscat 20
,, Bushire	4	,, Guadur 22
,, Fao	6	,, Kurrachee 26
Arrive BUSSORAH	7	Arrive BOMBAY 29

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from England, despatch a steamer to Kurrachee every SATURDAY, at noon.

The Steam-ship KURRACHEE, 510 Tons, 120 H. P., Commander A. Cottier, will be despatched on SATURDAY, the 29th July 1871, at noon.

N.B.—No cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY.

(VIA SUEZ CANAL).

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA. The regular Steamers leave

GENOA	BOMBAY
[on the 24th,	and on the 1st
of each month.	

PASSENGER RATES,

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
To Aden	£22	15	8	
,, Suez	38	22	8	
,, Port Said	38	24	9	
,, Alexandria	39	25	9-10	Including Wines.
,, Messina	45	32	12	
,, Naples	47	33	13	
,, Leghorn	50	34	14	
,, Genoa	50	34	14	
,, Marseilles (transshipment at Genoa)	52	35	14-10	Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.
Next Steamers from Bombay,

INDIA, on TUESDAY, 1st AUGUST, 1871.
ARABIA, on FRIDAY, 1st SEPTEMBER, 1871.

The exact hour of departure will be fixed and published a day or two previous to sailing.

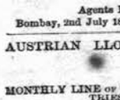
For Hand-books of Information, Rates of Freight, &c., apply to

VOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 2nd July 1871.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

MONTHLY LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE VIA SUEZ CANAL.



THE Company intends to despatch every month a Steamer from TRIESTE to BOMBAY and *vice versa*.

The S.S. AIPS, 1,400 Tons, will be despatched from Bombay, about the 28th JULY. These Steamers have limited accommodation for a small number of Passengers. The rates for Cabin Passengers include food and table wine during transit through Egypt, and free conveyance of 3 cwt. baggage. For Baggage in excess £4 per Ton is charged.

PASSENGER RATES FROM BOMBAY;

	Cabin.	Deck with Food.
To Aden	£16	£ 7-12
To Suez	£28	£13- 7
To Port Said	£30	£14- 6
To Trieste	£40	£19- 0

Cargo taken for Trieste, also for Venice, Constantinople, and Odessa, Aden, Egypt, England and the Continent generally.

THERE is also a weekly service by MAIL STEAMERS between Alexandria and Trieste and *vice versa*, in conjunction with the P. & O. Co.'s Mail Steamers to and from Suez. The Austrian Lloyd's Mail Steamers leave Alexandria direct for Trieste immediately after the arrival of the Bombay and Calcutta Mails from Suez. The distance between Alexandria and Trieste is 200 miles shorter than that between Alexandria and Marseilles, and the voyage to Trieste is much more agreeable, it being a coasting trip full of variety of beautiful scenery from the Island of Candia to the Port of Trieste. The passage occupies only 4½ to 5 days, and the Company's best Steamers are employed on this Line, which are built expressly for this service, with special regard to the accommodation and comfort of passengers, and have each an experienced Surgeon on board. At Trieste the traveller to England has an extensive choice of picturesque and interesting routes, occupying from three days six hours to five days to London, at an expense varying from £7 to £13.

Passengers by the P. & O. Co.'s steamers to Suez can have their baggage forwarded by that Company's steamers from Alexandria to Southampton, at a charge of 10s. per cwt., for the regulated allowance of 3 cwt., and of 20s. per cwt. for excess weight, (both exclusive of transit through Egypt), to which the Austrian Lloyd's Agent at Suez will attend.

The undersigned grants also passage tickets for the steamers plying between Alexandria and Trieste, and for the railway between Suez and Alexandria.

PASSENGER RATES FROM ALEXANDRIA TO TRIESTE.

First Class.....£13 | Second Class.....£9

Children under 10 years at Half Fare; under 2 years, Free.

Reduced Fares for Families, consisting of not less than 3 adult members travelling together:—First Class, £10-16 per head; Second Class, £7-10 per head.

Personal Baggage allowed Free: 1st Class 200 lbs., 2nd Class 150 lbs., overweight 10s. per 100 lbs.

Railway tickets, from SUEZ, to ALEXANDRIA, with all the privileges of passengers by the P. & O. Co:—First Class, £3; Second Class, £2. Children over 3 and under 10 years at Half Fare. Free Baggage 1st Class 3 cwt., 2nd Class 200 lbs., overweight 7s. per cwt.

In conjunction with the Austrian Lloyd, Cargo for Trieste and Venice can be booked through from Bombay by the P. & O. Co., and the Bombay and Bengal Steam Ship Co., and via Bombay from the various ports touched at by the steamers of the British India Steam Navigation Company.

TRANSHIPMENT SERVICE AT PORT SAID.

GOODS for Trieste, Venice, Odessa, and Ports on the Syrian, Turkish and Greek Coasts, shipped by Steamers under any Flag whatever from Japanese, Chinese and Indian Ports bound to Mediterranean or British Ports, via Suez Canal, are received and transhipped by the Austrian Lloyd's Agent at Port Said, and forwarded to their destination by the Company's regular lines of Steamers.

For further particulars, and for freight and passage apply to the Agency of the Austrian Lloyd's Steam Navigation Company.

A. C. GUMPERT, Manager.

Bombay, 2, Ash Lane, June 1871.

CAUTION.—ADAMS' PATENT CENTRAL FIRE BREECH-LOADING REVOLVERS, as exclusively adopted by H. M. War Department.

We have received information this day that Revolvers are being advertised and sold in India as "Adams' Revolvers," the *same* not being our make.

We would caution purchasers against these spurious imitations, and ask them to note that the side of our Revolver is marked with our trade mark—"A.L."—(a monogram) as engraved.

Adams' Small Arms Company, 304, Strand, London; John Adams, Managing Director. March 1, 1871.

Particulars and price lists to be had on application

SHIPPING.

OVERLAND ROUTE.

On Tuesday, the 25th July, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. DECCAN, (3,128 tons, and 600 H.P.) Captain D. Ressolosh, will LEAVE for SUEZ as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Brindisi, Southampton, &c.

Cargo can also be booked through to Trieste, Venice, Odessa, Genoa, Naples, and Havre, Liverpool or London.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon before 10 A.M. on the day of the Steamer's departure, in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon at 5 P.M., precisely, on the day of sailing.

REDUCTION OF FARES.

The Rates of Passage Money have been reduced as follows:—

To BRINDISI.....First Class Rs. 600 Second Class Rs. 300
To SOUTHAMPTON. ,, ,, 650 ,, ,, 350

Exclusive of Wines and Liquors, and the transit through Egypt.

All Children under 3 years of age, free; above 3 and under 10, half fare.

G. F. HENRY, Superintendent.

NOTICE.—CONSIGNEES per Barque Wm. Prowse, arrived from Liverpool, are requested to DESPATCH BOATS to TAKE DELIVERY of their respective GOODS; otherwise they will be landed by the Captain, without further intimation, at the risk and expense of the concerned.

RENNIE, SCOVELL, & Co., Agents.

Bombay, 18th July 1871.

NOTICE to OVERLAND PASSENGERS.—Half Pints of CHAMPAGNE at Rs. 10, 13, and 16 per dozen. All Dry.

PAYNE & Co.,
ELPHINSTONE CIRCLE, BOMBAY,
Immediately Opposite the Custom House.

SALES BY AUCTION.

CRAWFORD AND COMPANY, 3, Marine Street.

NOTICE.

To be Sold by Public Auction, on SATURDAY, the 29th instant, subject to the sanction of the Bench of Justices, a small piece of ground at junction of Meadow Street and Forbes Street, measuring 36 6/9 square-yards.

Particulars to be obtained at the Office of the undersigned.

CRAWFORD & Co.

Bombay, 21st July 1871.

A. ALLAN,
17, APOLLO STREET, BOMBAY.

JUST ARRIVED, in time for the MONSOONS, a variety of FANCY TWEEDS, all thoroughly shrunk, which will be sold at the following REDUCTIONS:—

Fancy Tweed Coats, newest style	Rs. 12 8
Ditto Trousers, warranted to fit	,, 8 8
Ditto Superior Quality	,, 25
Fancy Silk mixed Coats, double breasted	,, 18 8
Ditto Trousers, to fit comfortably	,, 12 8
Fancy Colored Washing Material for Coats and Trousers	,, 16
Cotton and all-Wool Sleeping Suits	,, 10 to 18
Winsey, all-Wool, and Silk and Wool Shirts	,, 5 to 9

Rs. 20

HOSIERY.—English made Shirts, Collars, and Fancy Ties, Merino and Woollen Hose, Merino and Wool Under-Shirts.

REQUISITES FOR TRAVELLERS.

Solid Overland Trunks, Portmanteaus and Hat Boxes. New Pattern Scotch Plaids and Balmoral Bonnets. Coupling Straps, Railway Wrappers, and Tweed Caps. Hats, Caps, and Helmets of every description.

ALLAN'S CYCLONEAN WATER-PROOF SUITS, Made expressly to resist the severest weather, warranted not to stick together, and will last for years.

Drab Suit, Rs. 30; Black Suit, Rs. 25.

P.S.—Send height and size of Chest for Suits.

FRESH ARRIVAL OF
FASHIONABLE MILLINERY.

UXBRIDGE HOUSE, BYCULLA,
AND
EAST STREET, POONA.

MRS. LAKE has just received "Overland," per P. and O. Co.'s s.s. INDUS, A CHOICE SELECTION of MILLINERY, &c., For the POONA SEASON, consisting of—

Bonnets, Hats, Flowers, Feathers, Hair Chignons in every variety, Fancies, Laces, &c.

Silks, Satins, Reps, Prints, Cambrics, Velveteen, Black Velvet, &c.

Ball Dresses in great variety, Camisoles, Lace sets, Mantles, Velveteen Jacquettes, Ball Room Fans, Lace Tunics, and Flounces and Corsets of best manufacture.

LADIES' BEST KID GLOVES.

EVERY REQUISITE FOR WEDDINGS CONSTANTLY ON HAND.

CHILDREN'S AND INFANTS' CLOTHING, &c., &c.

THE GOODS WILL BE OPENED THIS WEEK AT POONA.

Wedding and Mourning Orders carefully attended to.

LADIES' OWN MATERIALS MADE UP.

Orders from Outstations must be accompanied by a Remittance for Payment in Bombay.

"UXBRIDGE HOUSE," BYCULLA, AND EAST STREET, POONA.

Bombay, 12th July 1871.

BYCULLA (LATE BOMBAY) HOTEL,
(BY JEEVUNJEE AND Co.,)
JUNCTION OF BELLASIS AND CLARE ROAD, BYCULLA.

BYCULLA HOTEL, which is within a few minutes' walk of the Byculla and Grant Road Railway Stations, is acknowledged to be the best in Bombay. Having been built expressly for such an Establishment, the building possesses advantages over Bungalow Hotels, special care having been taken in the arrangements of the Rooms, which are large and lofty, to secure the best ventilation, and thus to keep the whole Hotel cool. The furnishings and fittings have been selected with a special view to affording the greatest comfort to Residents and Visitors, and ample accommodation has been provided for Families. The Table is supplied in a manner unsurpassed in Bombay, and care is taken that the Wines and other Liquors are of the first quality.

Adjoining the large Dining Saloon are a Library and two fine Billiard Tables.

Hot and Cold Baths always ready.

JEEVUNJEE & Co.

PATENT WROUGHT NAILS.

J. J. CORDES & Co.,

The Patentees and Sole Manufacturers of the well-known Patent Wrought Nails, commonly known as

"EWBANK'S NAILS,"

desire to make it known that they have adopted a "Star" or "Cross" as their Trade Mark, and that all Nails now made and sent out by them, except clasp, bear this mark upon their heads, and that within every Package sent from their Works is also placed a card bearing their name and address.

Any Nails, therefore, which are not distinguished as above must not be confounded with

"EWBANK'S NAILS,"

the quality of which is so well appreciated as being far superior to that of any other make.

Dog Works:—NEWPORT, MONMOUTHSHIRE, ENGLAND.

OVER 3,500,000 IN OPERATION.

THE "NEEDLE" LUBRICATOR

(Lieuvain's Patent), Price One Shilling each, Supersedes all others in efficiency and economy. Saves 90 per cent. in oil.

Sole Licensees,
CLARKE AND DUNHAM,
COLONIAL ENGINEERS.
Millstone and Modern Flour Mill Machinery Factore 48, Mark Lane, London.
LIBERAL DISCOUNT TO SHIPPERS.

COAL TAR SOAP.

WRIGHT'S SAPO CARBONIS DETERGENS.—Purifying, disinfecting, and antiseptic. It cleanses, purifies, and sweetens the skin, imparting to it rare brilliancy, fragrance, and smoothness. It destroys all itching and disagreeable odour from the person, and renders the whole body sweet and wholesome. Mothers should use it daily on their children. It is an elegant toilet Soap, a great preservative of health, and sweetly scented. Its use thoroughly purifies and disinfects the body after an attack of fever, scarlatina, small-pox, and other maladies.

"It is the only us antiseptic Soap with which we are acquainted."—The British Medical Journal.

"Anonymous Letters often reach us praying for a remedy for foul breath or perspiration. Here is one."—The Medical Times and Gazette.

Sold by all Chemists, Perfumers, and Grocers, in tablets, 6d. and 1s. each.

W. V. WRIGHT & Co.,
Southwark, London.

D. HOGARTH & Co.'s CELEBRATED
PRESERVED PROVISIONS,
Ready for immediate use.

Real Turtle, Mock Turtle, Hare, Ox Tail, Julienne and Palestine Soups.

Scotch Salmon, Salmon Cutlets.
Kippered Salmon.

Fresh Herrings, Mackarel, Findon Haddocks, Lobsters, Oysters, Sardines.

Preserved Meats of all kinds.
York Hams, Bacon.

Truffled Patés, Oxford Sausages, Bologna Sausages.
Pickles, Sauces.

Bottled Fruits, Table Jellies, Jams, Jellies and Scotch Marmalades, Dessert Fruits.

And Gilmen's stores of every description and of the finest quality. Price Lists forwarded on application to

D. HOGARTH & Co.,
"Bon Accord" Wharf, 223 Wapping, London, and at Aberdeen Manufacturers by special appointment to H. M.'s Navy at the Royal Victoria Yard, Deptford.

NEW ADVERTISEMENTS.

EXTRA STEAMER TO CHINA.

THE S.S. EMEU (1,538 tons, and 300 H.P.), will be despatched to CHINA on WEDNESDAY, the 26th instant, calling at Penang and Singapore.

For Freight or Passage apply to
GEORGE F. HENRY,
Superintendent P. and O. Company.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

The S.S. HINDOSTAN, from Suez, has brought the Cargoes of the following Vessels:—

ACCELERATED CARGO EX
S. S. CANDIA, from Southampton, 24th June.

UNACCELERATED CARGO EX
S. S. POONAH, from Southampton, 17th June.
,, PERSIAN, from Liverpool, 18th June.

G. F. HENRY,
Superintendent P. & O. Company.

BOMBAY PIER COMPANY, (LIMITED).

To be registered under "The Indian Companies' Act 1866."

Capital 40 Lacs, in 4,000 Shares of Rs. 1,000 each.
First Issue 30 Lacs, in 3,000 Shares of Rs. 1,000 each.
Deposit on application Rs. 100 per share, and Rs. 400 on allotment, the balance of Rs. 500 per share to be payable on the 30th December next.

SECOND ISSUE OF 10 LACS, IN 1,000 SHARES OF RS. 1,000 EACH, WILL BE ISSUED, WHEN REQUIRED FOR EXTENSION OF PROPERTY, AND WILL BE FIRST OFFERED TO THE THEN EXISTING PROPRIETORS.

Directors.

SIR JAMSETJEE JEJEEBHOY, BART., C.S.I.
HON. A. D. SASSOON, C.S.I. | A. J. MACDONALD, Esq.
AHMEDBHOY HUBIBBHOY, | A. M. GUBBAY, Esq.
Esq.

(*With power to add to their number.*)

Engineer.
ARTHUR W. FORDE, Esq., C.E., Mem. Inst. C.E.

Bankers.
THE NEW BANK OF BOMBAY, LIMITED.

Solicitors.
MESSRS. RIMINGTON, HORE, AND LANGLEY.

Secretaries and Treasurers.
SIR CHARLES FORBES AND Co.

Prospectuses and Forms of Applications for Shares may be obtained at the Office of SIR CHARLES FORBES and Co.

ALEXANDRA PRESS COMPANY, Limited.—NOTICE is hereby given, that an EXTRAORDINARY GENERAL MEETING of the ALEXANDRA PRESS COMPANY, Limited, will be held at the Registered Offices of the Company, No. 3, Church Lane, within the Fort walls of Bombay, on THURSDAY, the 27th July 1871, at 3 o'clock P.M., for the purpose of considering the following Requisitions, which has been submitted to the Directors of the Company by Allarackhiabhoy Sewjee and others, viz:—

1. To alter Clause 13 of the Articles of Association, and to be substituted, "That there should be six Directors, and that Mr. Dyall Buttonsey, Mr. Allarackhiabhoy Sewjee, and Mr. Jehangeer Hormusjee be the three additional Directors.
2. The Transfer Fee be reduced to Rupee One per Share.
3. That the Directors may, upon such terms as they may think fit, amalgamate with any purchase or acquire the business and property of any other Company, and pay for the same either in cash or in shares, or in such other manner as to the Directors from time to time may seem expedient.
4. That no Calls to be made by the Directors without the consent of the general body of the shareholders in the General Meeting.

By order of the Directors,
EWART, LATHAM, & Co.,
Secretaries & Treasurers Alexandra Press Company, Limited.

Bombay, 29th July 1871.

NEW BANK of BOMBAY, Limited.—NOTICE is hereby given, that the FOURTH ORDINARY GENERAL MEETING of the PROPRIETORS will be HELD at the Office of the Bank, Elphinstone Circle, Bombay, on WEDNESDAY, the 9th day of August next, at 3 o'clock in the afternoon, for the following objects:—

1. To receive the Directors' Report and Statement of Accounts up to 30th ultimo.
2. To declare a Dividend and to determine the amount to be carried to Reserve Fund.
3. To approve the election of Captain G. F. Henry as a Director of the Bank.
4. To elect Directors for the ensuing year, in room of Dinshaw Manockjee Petit, Esq., and E. D. Sassoon, Esq., who retire by rotation, but are eligible for re-election.
5. To elect Auditors for the ensuing year, and to fix their remuneration.
6. To sanction the establishment of a Branch of the Bank at Dhollera.
7. To approve the adoption of an Officers' Mutual Guarantee Fund for securing the fidelity of the Officers of the Bank, and to sanction a contribution by the Bank for the furtherance of the scheme of Rs. 5,000 annually for 5 years out of the profits of the Bank at the discretion of the Directors.

The following Resolution will then be proposed as a Special Resolution according to the 51st Section of the Indian Companies' Act 1866:—

That the following Clause be substituted for the present 81st Clause of the Articles of Association of the Company, viz., "The Secretary and Treasurer and every other such Officer of the Company as the Board may from time to time require so to do shall give security to the Company in such form and in such an amount as the Board may determine for securing the fidelity of such Officer and the proper discharge of his duties."

By order of the Board of Directors,
W. FRASER,
Officiating Secretary and Treasurer.

Bombay, 19th July 1871.

NOTICE.—MR. ROGER B. SEDGWICK is authorized to SIGN our FIRM.

KILLICK, NIXON, & Co.

Bombay, 20th July 1871.

ALUMINIUM WATCHES.

£1 1s.; £1 10s.; £1 15s.

SAME as supplied by us to H. R. H. The Prince of Wales and Earl Mayo, Viceroy of India. Illustrated Catalogue of these marvellous Timekeepers, specially adapted for use in India, forwarded post free per next Mail.

MILLIKIN & LAWLEY,
168 STRAND (ADJOINING STRAND THEATRE), LONDON.

WANTED, for the Government Medical Stores, Bombay—

1 Head Assistant.	Salary Rs. 100	per mensem.
1 Assistant	,, 90	per ditto
2 Ditto	,, 80	per ditto
1 Ditto	,, 70	per ditto
2 Ditto	,, 50	per ditto

And 11 Compounders at from Rs. 40 to Rs. 20 per mensem. Applications with Testimonials to be sent to the Principal Medical Storekeeper, Byculla.

W. DYMOCK, Surgeon,
Principal Medical Storekeeper.

Bombay, 20th July 1871.

NOTICES.

NOTICE.—The undersigned begs to intimate that he has THIS DAY established himself as PUBLIC ACCOUNTANT, AUDITOR and SURVEYOR.

M. BRESLAUER.

Apollo House, Bombay, 26th June 1871.

D. S. KEMP & Co.'s PREPARATION OF
KOUSSO.

D. S. K. & Co. have at length overcome the difficulty that has always been found in exhibiting the above valuable Remedy. Their preparation resembles a Syrup; it may be given to Infants or Adults; the effect is thorough and at the same time painless.

Per Bottle, Rs. 3 & Rs. 5.

SACCHARO-CHIRETTINE.

THE MOST EFFICIENT BITTER TONIC KNOWN.

Received emphatic approval at the
BRITISH PHARMACEUTICAL CONFERENCE,
LIVERPOOL, SEPTEMBER 1870.

AROMATIC DISTILLATE,

Surpasses all crude spices for making
CLARET CUP.

IMPORTANT TO MOTHERS.

Infants may be nurtured, and the Amah entirely dispensed with, by using the

PATENT EXTRACT
FOR PREPARING
LIEBIG'S MILK.

This Extract forms, when dissolved according to the directions given, a Milk, possessing in exactly the same degree the nutritive properties of the natural nourishment.

Mothers who cannot nurse their Infants will find the Extract invaluable. Its excellence and trustworthiness have been confirmed beyond doubt by the testimony of eminent medical men in this Presidency, and are daily borne witness to by those interested in the nurture of Infants.

The Milk can be prepared in a few minutes, and requires no straining.

SOLE AGENTS,
D. S. KEMP & Co.

MESSRS. HEPTOOLA ALLEEBHOY AND COMPANY.

22, Apollo Street, opposite the Secretariate,

Beg respectfully to invite the attention of Merchants, Captains of Vessels, Contractors, and the public in general, to their large Stock, consisting of SHIP CHANDLERY of all sorts, including Anti-fouling Composition, for the bottoms of steam vessels, and every description of engineering plant for the repairs of steamers, &c., &c. All articles supplied will be of the best quality and at moderate rates, and orders will meet with prompt execution and be carried out in a manner which they trust will meet with approbation and a continuance of favours. A few articles on hand enumerated below, which may meet with attention:—

Best Europe Canvas, Nos. 1 to 4, at 6 annas 6 pies per yard.	
Peacock's and Molineux's Anti-fouling Composition	
McDougall's Disinfecting Powder.	
Taps and Dies (Whitworth's), complete in cases.	
Low Moor Iron bars, Plates and Rivets.	
Best Trieste Flour in barrels, at Rs. 24 a barrel.	
Copper and Brass Pipes of sizes.	
Roman Cement in Casks.	Fire Engines complete.
Corrugated Iron.	Patent Water Closets.
Jim Crows.	Traversing Screw Jack
Smiths' English Bellows.	Corrugated Iron.
Canvas.	Belting of sizes.
Rollers, Skins	Clear Cloth.
Bundling Twine.	Paper for Mill use.
Portland Cement.	Iron Tanks of sizes.
Paint Oil, of various sorts	Fire Bricks.
Wire Netting.	Perforated Zinc Sheets.

N.B.—The Trade supplied at moderate rates.

NOTICES.

NOTICE.—We have THIS DAY established ourselves as COMMISSION AGENTS in this CITY.

LEWIS & Co.

Bombay, 3rd July 1871.

NOTICE.—TENDERS will be received for BUILDING 12 SCHOOLS in the Khandeish Collectorate at a total cost of about Rs. 65,000, the Plans of which may be seen at the Office of the Local Fund Executive Engineer at Julgaum.

Contractors will be required to state the prices at which they will execute the several descriptions of work, and they will not be permitted to sublet the work.

A deposit of 5 per cent. on the Estimate will be required to be deposited in the Khandeish Treasury before commencing the work.

L. R. ASHBURNER,
Collector and President Local Fund Committee, Khandeish.

THE COLABA COMPANY (Limited).—NOTICE is hereby given, that the FIFTH ORDINARY GENERAL MEETING will be HELD at the Registered Office of the Company on FRIDAY, the 28th day of July, at 4 o'clock P.M., to transact the following business:—

I.—To receive the Directors' Report and Statement of Accounts to the 30th June 1871, and to sanction the declaration of a Dividend.

II.—To appoint two Directors in the place of those who retire by rotation.

III.—To appoint Auditors for the ensuing year, and to fix their remuneration.

The Transfer Books of the Company will be closed from the 21st to the 28th instant, both days inclusive.

By order of the Board,
HEMINGTON & Co.,
Secretaries and Treasurers.

Bombay, 16th July 1871.

EAST INDIA PRESS COMPANY (Limited).—NOTICE is hereby given, that the ORDINARY GENERAL MEETING of the SHAREHOLDERS of this COMPANY will be HELD at the Office, in Rampart Row, on WEDNESDAY, the 2nd of August 1871, at 3 P.M., for the following purpose:—

1—To pass the Directors' Report and Balance Sheet made up to 30th June 1871.
2—To declare a Dividend.
3—To appoint a Director in the place of Mr. Nanonjee Mooljee, who retires by rotation, but is eligible for re-election.
4—To appoint Auditors and to fix their remuneration.

By order of the Directors,
A. C. BRUCE & Co.,
Secretaries and Treasurers.

Bombay, 13th July 1871.

N.B.—The TRANSFER BOOKS of the Company are CLOSED from THIS DAY to the 3RD AUGUST, inclusive.

NOTICE.—THE ORIENTAL SPINNING and WEAVING COMPANY.—SEALED TENDERS will be received by the above Company, at the Agent's Office, No. 26 Medow Street, Fort, up to the 31st JULY 1871, for the SUPPLY at the Mill, by Contract, of the MISCELLANEOUS ARTICLES, during the period of twelve months.

Schedules of Articles for which Tenders are invited, and terms or conditions of Contract, can be obtained on application at the Agent's Office.

Parties may tender for one or more complete parts or classes at their option; but not for a portion of a part or class.

Tenders to be addressed to the Directors of the Company, and the words, "Tender for Miscellaneous Articles," be written on the Cover.

The Company will not assign any reason for refusing the lowest or any Tender.

By Order of the Board of Directors,
HOMJEE DINSHAW JILA, Secretary.

Bombay, 14th July 1871.

THE BOMBAY GAS COMPANY (Limited).

REDUCTION IN THE PRICE OF GAS.

The Directors of this Company, desirous of meeting the wishes of the Bombay Community, and affording every facility for the more extended use of Gas, have decided to make a liberal allowance from the price now charged. They have therefore resolved, from the 1st August next, to make a REDUCTION OF EIGHT ANNAS PER THOUSAND CUBIC FEET from all Accounts paid within the month in which they are rendered, thus lowering the price of the Gas from Rs. 7 to Rs. 6½ per thousand cubic feet for prompt payment. This allowance will not be made on any Accounts remaining unpaid at the end of each month, and Interest on arrears will be charged as at present.

The advantages of Gas are now so universally acknowledged that it is unnecessary to refer to them, and the Directors trust, that in thus showing their desire to furnish the public with Gas at the lowest possible rate at which it can be produced in this Presidency, their endeavours will be appreciated and result in a largely increased consumption.

J. C. GANDON,
Resident Engineer and Manager.

Bombay, 1st July 1871.

TO the JUSTICES of the PEACE for the CITY of BOMBAY.—I hereby given NOTICE, that a QUARTERLY MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be held in the TOWN HALL, on FRIDAY, the 28th day of July 1871, at 3 o'clock in the afternoon, precisely, to consider—

1. Letter from the Clerk of the Peace intimating that the Controller of Municipal Accounts had furnished the Accounts of the preceding Quarter, and that they are on the table.
2. A letter from the Honourable A. R. Scoble, dated 25th April 1871, requesting the Clerk of the Peace to lay before the Worshipful Bench his resignation of the office of Chairman of the Worshipful Bench.

To elect a Chairman in the room of the Honourable A. R. Scoble, resigned.

3. The Municipal Commissioner will state the facts concerning the lease of the new Office Buildings.
4. The Municipal Commissioner to lay before the Bench the Report of the Municipal Engineer on the repairs of Vehar Dams 2 and 3.
5. The Municipal Commissioner to apply for sanction to construct a piece of a Public Road, near Bellasis Road, the cost of which (Rs. 3,750) has been advanced free of interest to be repaid on the 1st January 1873 by Messrs. Soonderdass Mooljee and others.
6. A letter from the Members of the Committee appointed to consider the position of the Municipality as to its permanent indebtedness when established, and the obligations of the Local and Supreme Governments towards the regular support of the Municipality, submitting their Report for the consideration of the Worshipful Bench.
7. Letter from Mr. Under-Secretary H. E Jacomb, dated 9th June 1871, General Department, asking, with reference to para 2 of his letter No. 742, dated the 22nd March 1869, when Government may expect to be favoured with the opinion of the Bench as to the alterations they would recommend should be effected in the constitution of the Municipality, as proposed in the existing Law.
8. The Minutes of the Members of the Committee appointed to consider and report on the constitut on of the Bench and its relation to the Executive Officers of the Municipality, and the relations of the Bench and its Officers to Government.

LESLIE CRAWFORD,
Acting Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 19th July 1871.

NOTICE.

We regret to have to announce that, in consequence of advice received from our

COBLENTZ AGENCY,
of the
FAILURE OF LAST YEAR'S VINTAGE,
we cannot guarantee to supply
GERMAN VINTAGE WINES
at our present quotations for any length of time.
On an advance being made, it will be duly advertised in the local journals.

PAYNE & Co.

Elphinstone Circle, Bombay, 22nd April, 1871.

COPLAND & CO.,
3, MITRE STREET, ALDGATE, & 30, BURY STREET, ST. MARY, AXE,
LONDON, E.C.,
PROVISION MERCHANTS, WHOLESALE GROCERS, EXPORT OILMEN,
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PICKLES,	JELLIES,	FISH,
SAUCES,	MARMALADE,	&c., &c., &c.

Expressly prepared for use in Tropical Climates.

INDIAN BACHELORS' AND FAMILY ASSORTED PROVISION CASES,

Weighing each, nett, 112 lbs. and 56 lbs.,
Affording easy transit either by Railway or Tattoo.

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FOR
H. M. WHITEHEAD & Co.'s
SOLID ESSENCE OF BEEF AND SOLIDIFIED SOUP SQUARES.

Special attention is solicited to these new and important articles of Diet. Their great portability, simplicity, expedition, and economy of preparation, as also their highly nutritive properties, render them particularly adapted for Invalids, Travelling and Exploring Expeditions.

FRESH SUPPLIES of the above may always be had of their AGENTS,
CUTLER, PALMER, AND CO.,
DEAN LANE, BOMBAY.

LANCASTER'S PATENT WROUGHT IRON TRUSS for Flat Roofs and Small Bridges to carry 6 tons distributed. These Trusses can be placed 12 feet apart to carry an ordinary Roof of 120 lbs. to the square foot. For plans and particulars apply to

M. B. COHEN & Co.,
Sole Agents for L.P.W.I.T.

BYCULLA IRON WORKS.

Having become the Proprietors of these Works, we are prepared to undertake the execution of all description of IRON WORKS, CASTINGS, &c.

Estimates will be given, on application to Mr. Ed. Robson, on the premises, or by letter to our Offices, in Elphinstone Circle.

W. NICOL & Co.

ADVERTISING AT RAILWA

MILITARY.

ARRIVALS.—JULY 20.

Hope, Lieutenant, 1st Madras Cavalry, from sick leave, from England
Tucker, Captain, Bengal Army, to appear before a medical board, from Aden
Creasy, Lieutenant, 1-17th Foot, to appear before a medical board, from Nynee Tal.
Anderson, Lieutenant, 2nd Madras N. I., on duty, from Deesa.
Dempster, Surgeon, Royal Artillery, on duty, from Allahabad.
Reid, M. jor, Royal Artillery, from leave, from England.
Wetherall, Captain, 103th Foot, on leave, from Deolalee.
Beville, Captain, 109th Foot, on leave, from Futteyghur.
Toole, Lieutenant, Quartermaster, Deolalee Depot, on leave, from Deolalee.

DEPARTURE.—JULY 20.

Miles, Lieutenant-Colonel, Staff, from leave, to Nussecrabad.

BOMBAY GOVERNMENT ORDERS.

(*Bombay Government Gazette*, July 20.)

MILITARY DEPARTMENT.

The undermentioned officer is allowed furlough to Europe for two years, on medical certificate, under the furlough regulations of 1868 :—

Captain W. G. Carr, Madras Staff Corps.

The undermentioned officer, having completed twelve years' service, to be Captain from the date specified, subject to Her Majesty's approval :—

Staff Corps.

Lieutenant Alexander Wood, 12th July 1871.

The following acting promotions in the Ordnance Department are made :—

Sub Conductor John Borchell to be Acting Conductor, and Magazine Sergeant Thomas Brumby to be Acting Sub-Conductor, from the 6th July 1871, vice Crowdly, proceeded to Europe on medical certificate.

The undermentioned officer of the Royal Engineers is raised to increased pay, from the 15th of May 1870 :—

Lieutenant S. L. Jacob.

Captain F. S. Leacock, 21st Regiment N. I., performed the duties of Deputy Assistant Quartermaster General, Bombay District, in addition to his own, from the 28th April to the 25th May 1871.

Lieutenant Colonel W. S. Hewett, 24th Regiment N. I., commanded the Deesa Brigade from the 15th to the 23rd April 1871; Colonel Macgregor, 2nd Regiment Light Cavalry, from the 24th April to the 5th May 1871, both days inclusive.

The following officer, having applied for admission to the Staff Corps, under the provisions of paragraph 5 of G. O. G. I. No. 531, dated 27th June 1864, is appointed to the Bombay Staff Corps from the date specified opposite his name, subject to the approval of H. M.'s Secretary of State for India :—

Ensign Hugh Frederick Smith, 83th Foot, 2nd Wing Subaltern 30th Regiment N. I., 31st May 1870.

Ensign Hugh Frederick Smith to have the rank of Lieutenant from the 31st May 1870, in accordance with para. 8 b of the Amalgamation Order, subject to Her Majesty's approval.

Lieutenant D. C. Pedder, Staff Corps, 1st Wing Subaltern 5th N. I., is allowed furlough to Europe, on private affairs, for one year from the 1st October next, under rule 9 of the furlough regulations of 1868

MARINE DEPARTMENT.

The following temporary arrangement is confirmed :—

Mr. L. W. Sutton, Acting 2nd Officer of the gunboat "Clyde," is appointed to the steam vessel "Sind," as Acting 3rd Officer, from the 16th instant.

The following temporary arrangement is confirmed :—

Mr. Shaik Cassim, Dockyard Apothecary, to afford medical aid to Her Majesty's steamer "Dalhousie," from the 20th June 1871, vice Murray, lent to the turret ships "Abyssinia" and "Malabar" for duty.

The following temporary arrangement is confirmed :—

Mr. Elton, commanding Her Majesty's gunboat "Clyde," B. M., performed the duties of Store Accountant of that vessel from the 1st October 1869 to 28th February 1870, there being no other officer available.

JUDICIAL DEPARTMENT.

Surgeon G. C. Bell is appointed to take medical charge of the Yerrawda Central Jail, in addition to his other duties, as a temporary measure, until further orders.

The Right Honourable the Governor in Council is pleased to declare that the appointments of the following Subordinate Judges have been substantive *pro tem.*, from the dates mentioned opposite their names :—

Mr. J. Fernandes, Acting Subordinate Judge, second class, first grade, Coompta, 1st March 1871.

Rao Saheb Munjoonathaya Shantaya, Acting Subordinate Judge, second class, second grade, Carwar, 1st March 1871.

Rao Saheb Venkatesa Pandoorung, Acting Subordinate Judge, second class, third grade, Modibihal, 1st March 1871.

Rao Bahadoor Narrayen Rowjee, Acting Subordinate Judge, second class, first grade, Malwan, 31st January 1871.

Assistant Surgeon J. Davidson to be Superintendent of the Poona City Jail.

REVENUE DEPARTMENT.

Mr. W. Walton, of the Cotton Department of this Presidency, has been permitted by the Secretary of State for India to return his duty via Southampton. Permission granted on the 17th June 1871.

The Right Honourable the Governor in Council is pleased to appoint Mr. H. Barrett to be a Deputy Conservator of Forests of the second grade.

Mr. G. B. Reid has been appointed Supernumerary Assistant Collector at Poona from the 4th instant.

Mr. W. W. Loch, C.S., to act as Second Assistant Collector of Khandeish.

His Excellency the Right Honourable the Governor in Council, under section 4 of the Indian Registration Act VIII. of 1871, has been pleased to make the following appointments, with effect from the 1st instant, the date on which the above Act came into operation :—

Mr. T. P. H. M. Filgate, Registrar General of Assurances, to be Inspector General of Registration for the territories subject to the Government of Bombay.

Mr. J. G. Moore, Assistant Commissioner in Sind, and Branch Registrar General of Assurances, to be Branch Inspector General of Registration for the province of Sind.

Mr. G. F. M. Grant to act as Branch Inspector General of Registration during the absence of Mr. Moore, or until further orders.

Mr. G. B Reid acted as Second Assistant Collector of Poona from 7th June to 3rd July 1871.

Mr. H. E. Winter acted as Second Assistant Collector of Tanna from 17th April to 7th June 1871, both days inclusive.

GENERAL DEPARTMENT.

Assistant Surgeon James Arnott, M.D., is appointed to be Assistant Surgeon European General Hospital, vice Dr. Dymock.

Assistant Surgeon J. Davidson to be Assistant Civil Surgeon, Poona.

PUBLIC WORKS DEPARTMENT.

Captain T. F. Dowden, R.E., resumed charge of the office of the Executive Engineer Lowrand Central Sind, from Lieutenant A. Awdry, R.E., on the afternoon of the 6th July 1871.

RAILWAY DEPARTMENT.

Captain T. F. Dowden, R.E., resumed charge of the office of the Deputy Consulting Engineer for Railways in Sind on the afternoon of 5th July 1871, from Lieutenant A. Awdry, R.E.

EDUCATIONAL DEPARTMENT.

Assistant Surgeon W. Gray, M.B., is confirmed in the appointment of Professor of Botany in the Grant Medical College.

Assistant Surgeon James Arnott, M.D., is appointed to be Professor of Pathology in the Grant Medical College.

ECCLESIASTICAL DEPARTMENT.

The Reverend H. W. Baguell, B.A., is confirmed in the appointment of Chaplain of Ahmednuggur.

Referring to notification dated 12th January 1870, the Reverend C. F. H. Johnston, M.A., is appointed to act as Junior Chaplain of the Cathedral, as a temporary arrangement.

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

Major R. M. Smith, R.E., Director Persian Telegraph, is allowed furlough to Europe for two years, from the 24th September next, under rule 9 of the furlough regulations of 1868.

SHIPPING.

DAILY FREIGHT REPORT—20TH JULY.

London	Cotton	No ship loading.
	Cases	
	Seeds	
Liverpool	Iron Ships Cotton	£2 5s. 0d. to £2 7s. 6d.
	Wooden Ships ,,	£2 5s. 0d. to £2 7s. 6d.
	Myrabolns & Coir bds	£1 5s. 0d.
	Seeds	£2 0s. 0d. to £2 2s. 6d.
Havre	Cotton	£2 17s. 6d. to £3 0s. 0d.
	Coffee	
Overland	Steamers	£2 15s. 0d. to £3 5s. 0d.
Liverpool via Suez Canal		No steamer.
China	Steamer Cotton	Rs. 9 to 10 per bale.
	Opium	Rs. 2550 to 30 per chest
	Sailing Ships	Rs. 6 per bale
Calcutta	Salt	Rs. 3 0 0 to 4 0 0 per on
Calcutta to Bombay		Rs. 16 and Calcutta Port charges
Mauritius		8 annas to 10 p. bag nominal.

ARRIVAL.

July	Vessel.	Commander.	From
20	Dacca (s)	Paterson	Calcutta, June 29.

The ship Londesbrough, Tamas, to Ganjam, obtained her port clearance yesterday.

The ship Lord Clyde, to Calcutta, began to load yesterday.

THE HOOGHLY.

ARRIVALS.

July			
17	Eaton Hall	Mesnard	Liverpool, April 21.
	Clara	Nickels	Boston, March 30.

MADRAS.

ARRIVALS.

July			
16	Penang (s)	.....	Bombay.
	Agamemnon	.....	Cardiff.
17	James Wishart	.....	London.
	Newcastle	.....	London.
	Sir Robert Seppings	.....	London.

DAILY IMPORTS.—20TH JULY.

FROM LONDON.

Clara, 100 cases soda water bottles, H Cleason & Co; 7 cases iron safes, H P Soares; 5 packages hardware and 122 bundles gas iron pipes, M A Cadur.

Cashmere (s), 25 cases iron safes, M Adamjee; 8 cases printing paper, Bombay Gazette Office.

Haddington, 30 kegs soft soap, H Allibhoy; 68 cases foolscap paper, 120 bundles pasteboards, H Cleason & Co; 75 drums linseed oil, H F Soares.

Flying Venus, 255 casks ollmanstores, 25 cases table salt, 5 cases biscuits, and 5 cases cements, the London A & A Co.

William Prowse, 22 barrels fire clay, H Allibhoy.

DAILY EXPORTS.—20TH JULY.

FOR LIVERPOOL.

Erminita, 720 bales cotton, W Nicol & Co.

Stentorney, 193 bales cotton, C & F Dinshawjee; 230 bales cotton, John Campbell & Co; 200 bales cotton, I Doongersey.

Flying Venus, 2 0 bales cotton, M Hutchinkund.

Apis (s), 320 bales cotton, Ralli Brothers; 1,200 bags linseed, N Khuttow; 300 bales cotton, R Nursee; 725 bundles myrabolams, G Manjee.

India (s), 17 bales cotton, J Pearbhoy; 62 bales cotton, S Ladha; 12 bales cotton, V Vaghjee; 100 bales cotton, S Narondass; 7 bales cotton, P Falraj; 11 bales cotton, G Ladha; 100 bales cotton, K Pitamber; 40 bales cotton, H Ladha & Co; 56 bales cotton, A Nursee; 85 bales cotton, D Premjee; 252 bales cotton, David Sassoon & Co; 10 bales hides, W Nicol & Co; 500 bundles gall, M Jevan.

India (s), 107 bales cotton, F Sands & Co; 2 bales cotton, P Chimnjee.

Princess Alexandra, 12 bales cotton, Gaddum & Co; 100 bales cotton, L Ramdyal.

Millwall, 6 bal s cotton, Framjee, Sands & Co.

FOR LONDON.

W Scrimgeour, 500 bundles myrabolams, C Munjee; 150 bags linseed, J Damjee.

Indus (s), 5 bales moss, and 27 bags mustard seed, O Chandbhoy.

FOR HAVRE.

Indus (s), 2 bales cotton, G Fazul & Co; 300 bales cotton, Planque, Viney & Co; 145 bales cotton, V Wagjee.

FOR TRIESTE.

Apis (s), 58 bales cotton, Knoop & Co; 3 cases minerals, A C Gumpert & Co.

FOR SUEZ.

Deccan (s), 1 case skins and horns, Lawrence & Co.

POSTAL NOTICES

DEPARTURE OF OCEAN MAILS.

	Date	Mail closes.	After packet
United Kingdom	July 25	2 P.M.	3 P.M
Kurrachee	,, 29	11 A.M.	
Persian Gulf via Kurrachee	,, 22	11 A.M.	
China	Aug. 2	9 A.M.	10 A.M.
Australia	,, 2	9 A.M.	10 A.M.
Mauritius, Reunion, &c.	July 25	2 P.M.	3 P.M.

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of China and Australian Mail Steamers from Bombay during the year 1871 :—

CHINA MAILS LEAVE BOMBAY ON

	At Noon.		At Noon.
Wednesday	August 2	Thursday	October 26
Do	do 16	Do	November 9
Do	do 30	Do	do 23
Do	September 13	Do	December 7
Do	do 27	Do	do 21
Thursday	October 12	Do	Jan. 1872 4
		Do	do 18

AUSTRALIAN MAILS LEAVE BOMBAY ON

	At Noon.		At Noon.
Wednesday	August 2	Thursday	November 23
Do	do 30	Do	December 21
Do	September 27	Do	Jan. 1872 18
Thursday	October 26		

MAILS FOR KURRACHEE AND PERSIAN GULF.

The subjoined Table shows the dates of departure of the B.I.S. N. Co.'s Contract Steamers from Bombay to Kurrachee and Persian Gulf during the year 1870 :—

LEAVE BOMBAY FOR KURRACHEE

Saturday	July 29	Monday	October 6
Do	August 12	Do	do 23
Do	do 26	Do	November 6
Do	September 9	Do	do 20
Monday	do 25	Do	December 4
		Do	do 18

LEAVE BOMBAY FOR PERSIAN GULF VIA KURRACHEE

Saturday	July 22	Monday	October 16
Do	August 5	Do	do 30
Do	do 19	Do	November 13
Do	September 2	Do	do 27
Do	do 16	Do	December 11
Monday	October	Do	do 25

Registered and Ordinary Letters, as well as Books and Sample Packets, and Parcels, can be posted up to 11 A.M. on the day of departure of Steamer, as above shown.

FOR SPECIAL MARKET REPORTS and WEEKLY PRICE CURRENT, Blay and Mackintosh's Weekly FREIGHT CIRCULAR, and all the COMMERCIAL and SHIPPING NEWS of the WEEK, see

THE BOMBAY GAZETTE
OVERLAND SUMMARY.

Annual Subscription ..... Rs. 12 0
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THE BOMBAY PRICE CURRENT.

Published WEEKLY, on the Departure of the Overland Mail for Europe.

Per Annum ..... Rs. 10 0 0
Per Copy 0 4 0

Printed and Published at the Office of the *Bombay Gazette*.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

MARRIAGE.

PEARSON—LINN—July 19th, at St. Andrew's Church, Bombay, by the Rev. John Paton, T. W. Pearson, Esq., C.E., of Akola, to Miss Elizabeth Carstairs Linn, of Mahim, Bombay.—No cards.

OTHER PRESIDENCIES.

BIRTHS.

JOHNSTON—July 16th, at Nungumbaukum, the wife of Edward Johnston, Esq., M. Inst., C. E. of a son.
NICOLAS—July 14th, at Kussowlie, the wife of the Rev. Percy Nicolas, Chaplain, of a daughter.
PEIRCE—July 11th, at Calicut, the wife of Robert H. Peirce, of a son.
ROBERTS—July 15th, at the Doveton College, Calcutta, the wife of H. Roberts, Esq., of a son.

DEATHS.

GARSTIN—July 13th, at Bangalore, General Edward Garstin, Colonel Commandant of the Royal Engineers, aged 77.
HASHMAN—July 13th, at Agra, H. J. Hashman, of Allygurh, aged 37 years and 26 days; also on the same day, John Henry Farnon, the infant son of Henry and Annie Hashman, aged 7 months and 26 days.
NUTTALL—July 11th, at Campbellpore, John Nuttall, late a Supervisor, Department Public Works, Attock, aged 30 years and 10 months.
WELSH—July 17th, at Cawnpore, Charles Allan Aubrey, the dearly beloved son of J. W. Welsh, Post Master, aged 13 months and 23 days.

NOTICE.

All CHEQUES, MONEY ORDERS, and other Remittances, sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."
All Communications respecting Advertisements should be addressed to the "Advertisement Department" *Bombay Gazette* Office, Bombay.

The Bombay Gazette.

FRIDAY, JULY 21, 1871.

IN that curious story of "Frankenstein," a philosopher, with much pain and trouble, constructs an automaton figure into which he breathes a life that he supposes will make his labour perfect. He impiously hopes that the work of his hands will turn out superior to the handicraft of the Deity, and, as a punishment for his sin, he is driven half-distracted by the monstrous creature he has fashioned upon a theory that discovers itself as the very burden of his life. He would fain undo what he has done, but it is too late; henceforth he is the groaning victim of his monster, which assumes a most tyrranous superiority over its constructor for many a long and weary day. Fanciful tales of this description always have a moral, sometimes several, and such is the case with Frankenstein. Without taking any very great liberty with the story, we might apply one of the lessons it teaches—namely, to look before you leap—to that grand educational scheme in Bengal of some years ago which is now turning us out, with the rapidity of steam machinery, innumerable Bengalee Baboos, Frankenstein monsters in their way. The original idea of giving what is called a liberal education to the young Bengalee Baboo was doubtless a good one, but could any one have contemplated the results actually accruing from the concession? Education usually enlarges a young man's ideas and intelligence; teaches him the worldly advantages of a discreet and modest behaviour, and in brief transforms, as a rule, a clod into a gentleman. But there are exceptions to every general rule, and Young Bengal is one of them.

The effects of education upon this party seem directly opposite to those observable elsewhere; and, just as some things are notoriously topsy-turvy in India—as the robins having their red on their tails instead of their breasts—education in Bengal only teaches its young hopefuls an inordinate self sufficiency, and vainglorious, boastful demeanour which would be truly lamentable to witness were it not also so grossly ridiculous. Mr. Dave Carson has scarcely exaggerated his picture of the Bengalee Baboo. The original is perhaps not so amusing as the copy; still, the likeness is close enough to be recognized anywhere. The intolerable and utterly unjustifiable conceit of the individual; as well as the insufferable arrogance for which he makes his English education the excuse, is fairly drawn, and in colours not more glaring than the portrait demands; indeed, the young Bengalee Baboo has of late become so exceedingly "bumptious," to use a vulgar, but expressive term, that we are inclined to think that Mr. Carson must re-paint him in the very brightest pigments he possesses, in order to keep pace with the young gentleman's frightful speed of progress in the way he should not go. At present it seems there is no such youth upon the face of this earth as the young Bengalee Baboo. We should like to purchase him at our estimation and to sell him at his own. Under such circumstances we should clear a very handsome fortune. There is no task he is not equal to undertake. He is prepared to be a Viceroy, or a Volunteer, at a moment's notice. Bengaleedom is the finest genius-producing country in the world, and the young Bengalees are as superior to young Englishmen as the Houyuhnms were to the Yahoos. Education has taught Young Bengal that knowledge is power, and the power which Young Bengal has derived from its knowledge is something tremendous.

But, like all great men, the young Bengalees are generous. They will graciously afford us a partial gratification as the instructors from whom they have long since walked away; and, although they think but indifferently well of Englishmen, and of Irishmen, they are complimentary enough to compare themselves in some sort to the compatriots of Bruce and Wallace. Probably the St. Andrew's dinner, annually discussed at Calcutta, and the wine, wassail, and good company observed there, have had something to do with Young Bengal's flattering preference for the Scottish people over all others; however, we cannot but consider the comparison an unlucky one. The Young Bengalees might have better styled themselves the Barbadians of India than the Scotch of this country. The inhabitants of the vexed Bermoothes are notorious for a quality which Bengalees also possess in an eminent degree. They think no small beer of themselves, and they do not hesitate to express that conviction. "I Badian born. Ah massa, 'pose Queen Victoria's subjects all Badians, den de Britches Empire trash de ole dam world." So speaks the brave Badian, and it strikes us that the ring of his oratory is in harmonious resemblance with the *bobbery talkee talkee* of Young Bengal. Young Dwarkanath Ghose does himself an injury by discovering his likeness in a Scotchman. The latter is not characteristically a boastful man. He strives to attain his aims cannily and quietly, and he is shy of taking the world into his confidence. The young Bengalee scorns such modesty. He neither knows what his aims are, nor how to keep a secret. He is Badian to the backbone, and, unless he can tell the world that he is so, existence would appear to be but misery for him. If he desires to base his resemblance to the Scottish people upon a partiality for "whusky" and an outward observance of religion, he has some grounds, perhaps, to go upon; but he should recollect that, in seeking the comparison, he is then only comparing himself to the lower and uneducated classes of North Britain, whom we must suppose to be beneath the consideration of so fine a gentleman as is the young Bengalee of the period.

But a truce to odious comparisons. We need none. The young Bengalee is unmistakeable as he is. When we consider his intellectual standard, and the vast sums of money which have been wasted in order to educate him to his present pitch of arrogance and conceit, we cannot but regret that so many rupees were thrown away to so little purpose. Some day or other, perchance, the young Bengalee will find his true level in India and in the world. Hobbledehoys are bores in every country, but youth must still pass through that stage between boyhood and manhood that annoys its elders. This is the stage Young Bengal has now reached; and let us wish it a good and speedy deliverance from the absurdities and conceit inseparable from this tedious halt in the path of true progress.

THE "Rast Goftar," in a leading article on the debates at the recent meetings of the Bench of Justices, says of some of the Native Justices who voted for Captain Hancock's resolutions—"These self-interested gentlemen ought to consider themselves fortunate that the people here have not yet learned how to take part in public discussions. But, if such conduct were observed in England, they must recollect that the public or mob would enter their houses and pelt them." We commend this elegant extract to the notice of the "Pall Mall Gazette," as it shows that the lesson taught by the conduct of English mobs in certain instances of late which have become historical has not been thrown away on the intelligent natives of Bombay. It is quite clear that the people of this city must be fully prepared for self-government since they understand that it is the first duty of every free citizen to pelt his neighbour, who differs from him in opinion, with rotten eggs.

A NEW steam navigation company has been got up at Trieste named the Adria.

ON Wednesday Lord Napier was to go on a two days' visit to Bangalore.

THE advent of the rains has led to a temporary cessation of hostilities between the Chinese and Panthays in Yunan, but the Chinese appear to hold the routes.

INTIMATION has been received from Sir H. Tombs that he will start for India without delay, in order to take up the command of the Allahabad Division, to which he has been appointed.

THE agricultural prospects of Oudh are officially reported as "generally good," but in some parts damage is apprehended from the rain having been so continuous and heavy. Near Allahabad, also, the rustics are beginning to complain of the protracted deluge.

THE "Englishman" of Tuesday acknowledges the following subscriptions for the relief of the Persians suffering from famine :—

F. Dundas Chauntrell, Esq. ..... Rs.	50
Amount of collection in St. Peter's ..... ,,	400
C. B. ..... ,,	200
J. F. S. ..... ,,	50

THE "Army and Navy Gazette" says—

The Communists who destroyed the Vendôme Column, and gave a death-blow to the Red Republic in these islands, would be horrified at the proceedings of the American Republicans. They are busy keeping alive the memories of their fratricidal war—North and South—on Memorial Day, and fighting their battles over again with words and bitter speeches. Whilst the Federalists are writing and talking about the war and making funeral orations, their late enemies are organising 'Confederate Survivors Associations' in the South, and 100,000 persons attended a meeting in the Richmond Cemetary at a service to the Confederate dead recently. Indeed, we have the pleasure of receiving (not always regularly) a paper called the "Grand Army Journal, which is 'a paper for the surviving soldiers and sailors of the war for the Union.'"

AFTER the repeated announcements which have appeared in the "Times of India," informing the public that "Mr. Manockjee Cursetjee has been permitted to retain his appointment as Second Judge of the Small Causes Court for another year," we think we may take the liberty of setting our readers right by informing them, in reference to the learned Judge, that there is not the least foundation to justify such a statement; and we are at a loss to know from whence it could have emanated, seeing that Judge Manockjee obtained a year's additional time in 1870, which ended on the 1st July last, and seeing that the learned Judge has attained the mature age of sixty-three. The fact is, the Government of Bombay are in communication with the Governor-General on the subject, and his decision awaited.

THE announcement which we ("Englishman") made a few days ago of the next Divisional Command being offered to General Tombs, vice General Fraser Tytler, resigned, settles the fate of two other distinguished soldiers whom the appointment has superseded. General Turner, long a resident in this city, and General Macpherson, are both officers who have done good service, and their being passed over will cause pain in some military circles. But General Tombs, although junior in the Service, has had the rare luck of identifying his name with several of the most brilliant feats of arms performed by the British troops in India. As a dashing horse-artillery officer, he early won distinction; a V. C. attests his conspicuous individual courage; and his constancy and generalship under the trials of the Bhootan Expedition marked him out for speedy promotion to a Divisional Command. General Donald Stewart's name is now mentioned as on the cards for (an early) Division, if his health is thoroughly re-established.

THE CARGO OF THE BREADALBANE.

WE understand that a telegram has been received from Lloyd's, London, stating that the cargo saved from the wreck of the steamer Breadalbane, lost near Jeddah, will be at once forwarded to Bombay by the ship Hamoody. The cargo to be forwarded consists chiefly of wines and beer, all in very good order, and none the worse for the wreck. These goods are coming to Messrs. Campbell, Mitchell, and Co., Lloyd's agents. Consignees will have to pay salvage charges before obtaining delivery of their goods.

LATEST NEWS FROM MAURITIUS.

LETTERS from Mauritius to hand yesterday, dated 30th ult., state that the weather had continued favourable for sugar making, that the yield will be good, and that the crop will probably turn out 125,000 tons. The want of tonnage has delayed shipment of the remainder of the old crop, 10,000 tons, awaiting ship-room. Freights have advanced to £3-7-6 for Cork for orders, and £3-5 for London. The American ship Dairdeland obtained 11 annas per bag for a cargo of sugar for Bombay. 100,000 tons of shipping would be required before the end of the year to remove the new crop of sugar. Exchange was easier, and 90 days bills 2½ to 3½ premium.

The ship Challenge, Captain Craigie, which left Bombay on 10th May last, laden with a cargo of cotton for Liverpool, experienced bad weather from 22nd May to 7th June, during which the ship made much water, causing her to have a tremendous list, and they put into the Mauritius for repairs on 10th June, where after discharge of cargo she will be docked and made seaworthy. The Hotspur, Captain Porteous, from Madras to London, has also put into the Mauritius leaky.

LATEST TELEGRAMS.

[PER REUTER'S AGENCY.]

REPORT OF THE INDIAN FINANCE COMMITTEE.

LONDON, 20TH JULY.

THE Report of the Select Committee on Indian Finance suggests the re-appointment of a committee during the next Parliamentary Session, and recommends also the suspension of extending the Permanent Settlements in India.

(*Via Red Sea.*)

LONDON, 18TH JULY, AFT.

The Liverpool Cotton Market to-day was steady. Surats easier.

Fair Dhollera, 7¼d.

The Manchester Market has been quiet but steady.

7 lbs. Shirtings, 8s. 1¼d.
8¼ ,, ,, 9s. 6d.
40's Mule Twist, 1s. 1¼d.
Arrived from Bombay, Bennington.

LONDON, 19TH JULY, AFT.

In the Liverpool Cotton Market to-day a better demand prevailed.

Fair Dhollera, 7¼d.
Consols, 93⅜.
New French Loan 88 fcs.

At the Periodical Biddings for Government Bills on India £295,000 were allotted to Calcutta, £100,000 to Bombay, and £5,000 to Madras. Tenders on Calcutta and Madras at 1s. 10⅜d. received 24 per cent., and on Bombay at 1s. 10⅜d. received 55 per cent.

NOTES OF A JOURNEY HOME.

[THE following is the first of a series of letters which we hope to receive from a gentleman who recently left Bombay for England. As the writer intended when leaving Bombay to visit, travelling at ease, Jerusalem and its vicinity, Constantinople, and afterwards to sail up the Danube to Vienna, we may expect letters of very great interest, especially to those who may be considering by which route they should go home.]

BOMBAY TO SUEZ.

SUEZ, 3rd July.

After a voyage of twenty days, the Sphinx (Austrian Lloyd's) arrived at Suez this morning. Considering the season of the year, and the strong winds we have had against us even in the Red Sea, we cannot complain of the length of the trip. Our passage from Bombay to Aden took exactly twelve days. The mail steamer which left on the same day did it in ten and a-half. Of course we had the south-west monsoon against us nearly all the way, and our "tack" took us as far south as the seventh degree of latitude. The P. & O. steamers, with their powerful engines, are able to take a more direct course.

The Sphinx has proved herself in rough weather a good sea-going boat. Not having been constructed for passengers, the accommodation cannot be called first-class, but I am sure that none of the seven cabin passengers regret having chosen the vessel. Good fellowship, good cookery, and civil officers, have made the time pass very agreeably. Captain Crillovick, his two officers, and the chief engineer (each of whom, I understand, is legally qualified to command a vessel) have been very pleasant companions, and I cannot say too much of their close attention to their duties. The crew, consisting almost entirely of Dalmatians—a race of born seamen—do their work well and cheerfully. They enjoy life in a quiet way, and, instead of the British tar's grog, each man has his daily allowance of about two pints of red wine.

You may be interested to hear that the Austrian Lloyd's Company intend to put better steamers on the Indian line. Hitherto they have been experimenting, and I suppose they have found a good opening for passenger as well as goods traffic. There are three vessels (to be named Flora, Memphis, and Galatea) in course of construction by the company at Trieste, and intended specially for the East. The Flora is nearly ready, and will probably begin to run in a few months. There is some prospect of the company extending their line to China. Considering their resources, organisation, and enterprise, one may expect that if success fails it will not be their fault. I am told they have at least seventy steamers running at the present time. When the Sphinx and Apis are withdrawn from the Indian line, and really good passenger ships take their place, it will be a matter of course that the fares (which are at present so moderate as Rs. 230 to Suez and Rs. 400 to Trieste) will be raised a little.

We had a day at Aden. From the bay or from the crater Aden is worth seeing. But having driven through the cantonment and seen those wonderful tanks in which art and nature are so curiously blended, one has had enough of the place. The tanks were quite dry when we saw them—but not drier than I was myself at the moment. I asked the policeman in charge how long it was since there had been rain. "A year and a month ago." There is a scanty supply of water got from wells of great depth. By the roadside we saw small quantities of the precious liquid sold to passers-by. A cup of tea brought to me at the hotel seemed to have been made of salt water. When I remonstrated, the butler smiled as "if he thought as much," and he was conscientious enough not to charge for the cup which had failed to cheer. I can say for the Prince of Wales' Hotel, however, that we had a capital breakfast at a moderate cost. And a couple of hours were pleasantly spent in the same establishment reading the latest English papers and telegrams.

Of course we were pestered everywhere by the ostrich-feather dealers. They seem to be all Jews. I asked one of them where they came from. "From Jerusalem eighteen hundred years ago" was the staggering reply. By the way, it is not necessary to get a tin-case made in Bombay for the feathers. Suitable ones are to be had cheap enough at Aden.

Next to being a Briton I should wish to be a Somali boy. He's the happiest fellow out, and his chances of amassing a fortune are considerable. What a delightful amphibious existence he enjoys! And if only his hair be well coloured and carried, little recks he of toilette. I am not aware that he uses a tooth brush, but his teeth are marvels of shape and whiteness. For sharpness I'll back him against the *gamin* of any European city. I need not tell you how he dives for a three-penny bit or what child's-play it is for him to capsize his boat and right it again. But it may be interesting to billiard players on the way home to know that there is a Somali lad hanging about the Prince of Wales' Hotel, who does "cannons" and "hazards" and more scientific play with enviable ease and equanimity. Have a game with him, if you don't object to associate for the moment with a fellow who hasn't got a coat of any kind on his back, and the result of the play may astonish you.

After passing through the straits of Bab-el-mandeb we had a glimpse of the station which the French established on the Arabian coast shortly before the war. At this point the range of rocky hills recedes, forming a bay of sand. The French flag, an ugly two-storied house, and two schooners were the only signs of business we could make out. Aden must be a paradise in comparison.

We were prepared for a hot, trying passage up the Red Sea. If trying at all it has been so rather from cold than from heat. I do not suppose that I exaggerate when I say that for the first two or three days the voyage was as pleasant as a summer trip on the Clyde, and that for the last two days there was a chill wind continually blowing. I would not have thought it possible. It is a fact that on the 1st and 2nd July, in the warmest time of the day, I found it uncomfortably cold, and in the evening sought solace (with others) in hot rum punch. We had a strong northerly wind nearly all the way up, and for a day or two a heavy sea, which put three of the passengers on their backs again.

WEATHER REPORTS.

CARWAR, 20th July, 10 A.M.—Weather cloudy, wind south-west, thermometer 79, barometer 29·84, rainfall 9c cents.

CANNANORE, 20th July, 10 A.M.—Weather rainy, wind north-west, thermometer 74·5, barometer 29·920, rainfall 1 inches 9 cents.

VINGORLA, 20th July, 12 A.M.—Weather rainy, wind south-west, thermometer 77, rainfall 1 inch 17 cents.

TUTICORIN, 20th July, 11 A.M.—Weather fine, wind west, thermometer 80, barometer 29·785.

MANGALORE, 20th July, 11 A.M.—Weather rainy, thermometer 77, rainfall 3 inches 65 cents.

THE FAMINE IN PERSIA.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—I read in this morning's *Gazette*, upon the authority of some Persian merchant, the following :—"When the mail left (the Persian Gulf) the famine had not decreased, and every day a large number of people were dying from starvation." Permit me also, a Persian, to say that I have received the most reliable information to the effect that the famine has almost ceased in districts where it prevailed so fearfully some time ago. In Yezd, where it was so destructive, it has entirely abated. Not a bad test of the accuracy of my report may be found in this, namely, that the price of bread there had risen to the exorbitant price of nine *kerans* a *Persian maund*, whereas it now stands at two and a half. The Shah has liberally subscribed towards the relief of the sufferers. What you say about the Governor of Yezd may be true, for aught I know, —Yours truly, M.

Bombay, 20th July.

RIGHTS OF FOOTPATH IN BOMBAY.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—Will you allow me to ask whether there is any officer of Government in Bombay who considers it his duty to protect the interests of the poor, or if the only business of the highly-paid officials with whom the island swarms is to collect taxes from hard-working people and make things pleasant with the rich gentry of the place? I hate scandal, myself, and think it a safe rule in life for a man who wants to get on simply to mind his own business instead of quarrelling with the powers that be; but, when I take my walks or drives abroad in the morning, I can't help seeing and hearing things that stir even my languid pulses with a slight swell of indignation.

You, sir, have called attention this morning to the shameful injustice done to unfortunate fishermen in out-of-the-way villages in this island, who, being already taxed for the improvements which are to make Bombay a fit resting-place for the crowd of tourists who (*teste* the prophet Knight) are to come here in the year 1900, are now required to pay a duty on every basket of fish they bring ashore, in order to supply a deficit in the revenue from the Elphinstone Land Estate. I wish now to bring to public notice an equally serious encroachment on the rights of the poorer inhabitants of Bombay.

You are perhaps aware that, since land on Malabar and Cumballa Hills first became valuable for building sites, numerous footpaths have existed on both hills which servants and other work-people, as well as European gentlemen living in that part of the island, have found it very convenient to use as short cuts in passing from one house to another, or in climbing to the top of either hill without going round by the winding high roads. But, as much of the jungle land on these hills is now being taken into cultivation, I notice that the native landlords are everywhere breaking up the footpaths by enclosing them in their own properties, and that one by one pleasant walks in which the public had acquired a right of way are disappearing.

In England, we know with what jealousy the public guards its rights of way, and how impossible it is for even the greatest peer to close an ancient footpath through the park surrounding his country-house. Englishmen take the law into their own hands to prevent such encroachments; and I wonder that the residents on Malabar Hill are content to look on quietly at the annexation of their common property by the native landlords.

But, sir, ought there not to be some representative of Government whom the public can call upon to protect its rights of way as regards these footpaths? I should like to appeal to some one for help, if I only knew which of the various departments that are all busy taxing us has control in such a petty affair as the prevention of encroachments by private persons on public property. Ought I to entreat the interference of the Collector, the Municipal Commissioner, or the Public Works Department? If Sir Bartle Frere, instead of creating a new and very valuable appointment to be filled by a member of the Civil Service in this town, had simply in 1865 made the Collector undertake, in addition to his own duties, those of Municipal Commissioner of Bombay, one might have fixed on the officer holding these appointments (the work of which would not be too heavy for one man) the responsibility of seeing that no landowner enlarges his possessions at the expense of the community. But, with the division of authority that now exists, I find that I have to pay my quota, as a tax-payer, towards the expense of keeping up two or three costly establishments, without getting the protection I have a right to look for from any one of them.—I am, &c.,

C. H.

Rebecca Lodge, Malabar Hill, July 20.

THE BOMBAY PIER COMPANY, LIMITED.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

SIR,—"One who has

committee in the office that I had examined the books and found Rs. 218 short in the safe, our clerk Phillip remarked, in the hearing of the defendant, that defendant's clerk had stated that that was the amount of the deficit as he had found it.

The Magistrate adjourned the case for further enquiry till Friday next.

AN ACTION AGAINST THE G. I. P. RAILWAY COMPANY.

DAMAGES FOR DEATH FROM A RAILWAY ACCIDENT.

At the High Court on Tuesday last, Sir Charles Sargent delivered the judgment of himself and Mr. Justice Melvill in the appeal case of Ruttonbaee, widow v. the G. I. P. Railway Company, which was argued before their Lordships on the 14th June last, when Mr. Anstey and Mr. Mayhew, instructed by Messrs. Macfarlane and Skipsey, appeared for the appellant; and Mr. Scoble and Mr. Ferguson, instructed by Messrs. Hearn, Cleveland, and Peile, appeared for the Railway Company. The appeal was from a decision in the case given by the Chief Justice on the 27th August 1870.

The action was brought to recover Rs. 77,500, as damages sustained by reason of the death of the plaintiff's husband, Pallonjee Jeewunjee, who died in consequence of wounds and injuries received by him on the 26th January 1869, while a passenger by the defendants' railway, when the up-train from Khundalla to Bombay met with an accident at the reversing station on the Bhore Ghaut. At the close of the trial, the learned Chief Justice passed judgment against the defendants and assessed the damages at Rs. 6,500 to be paid by the defendants, who were also ordered to pay plaintiff Rs. 2,713 for her costs of the suit.

The plaintiff appealed from the decree of the learned Chief Justice on the following, among other, grounds:—That the judgment and decree contained several errors in law in respect to the measure of the damages. That the judge attached an undue importance to the evidence of the deceased having been at one time a petitioner for relief in the Insolvent Court, and failed to appreciate the true nature of the compensation raised in the suit, such claim not being merely in respect of income already realised but lost to the deceased's family by his death, but one in respect of the entire loss of all future income whatsoever to the family by reason of his death, inasmuch as the only source of that income consisted in the monthly earnings of the deceased through his personal skill and labour as a contractor, builder, and carpenter. That the judge refused to give credit to the evidence of Bomanjee Pallonjee, a son of the deceased. That the judge found that, at the time of the death, the monthly sum of Rs. 226-3, and no more, was the ordinary amount of the deceased's earnings, and upon that finding proceeded to estimate and award the damages, whereas from the evidence His Lordship ought to have found that the deceased, at the time of his death, was in the receipt of at least Rs. 500 per month, and to have estimated the damages accordingly.

Sir Charles Sargent, in delivering the judgment of Court, said—This suit was brought under Act XIII. of 1855 by the widow and administratrix of one Pallonjee Jewanjee, who was killed on the 26th January 1869 at the reversing station on the Bhore Ghaut. The only question in the case is, whether the learned Chief Justice has rightly assessed the quantum of damages for the loss resulting from the death of the deceased to the parties for whose benefit the suit was instituted. The wording of this Act is almost identical with that of the corresponding English Act, commonly called Lord Campbell's Act,—the only difference (if it be one) being that, in the English Act, the jury are to give damages proportioned to the "injury" resulting, while in the Indian Act, the Court is to give damages proportioned to the "loss" resulting from the death. The latter expression is (if any thing) not so large as the former, and, therefore, so far is less favourable to the parties claiming compensation. Now, although some difference of opinion would appear to have existed amongst judges sitting at Nisi Prius in the early cases tried under the English Act, as shown by the summing-up of Mr. Baron Parke in Armsworth v. South Eastern Railway Company (11 Jurist, 758), and of the Chief Baron Pollock in Gillard v. Lancashire and Yorkshire Railway Company (12 Law Times, 356), it was afterwards clearly laid down by the Queen's Bench in Blake v. Midland Railway Company (18 Q. B.) that the principle upon which damages are to be assessed, is that of a loss of which a pecuniary estimate can be made; and that, therefore, compensation in the form of a *solatium* could not be given. Further, it was laid down both by the Court of Common Pleas in Dalton v. South Eastern Railway Company (4 C. B., N. S.) and by the Exchequer Chamber in Franklin v. South Eastern Railway Company (3 Hurl. and N., 211) that the pecuniary advantage was not to be confined to one for which the deceased would have been legally liable, but might be one of which the claimant had a reasonable expectation. Both these principles were adopted and applied by the Exchequer Chamber in Pym v. Great Northern Railway Company, reported in 32 Law Journal. Chief Justice Erle, who delivered the judgment of the Court, says—"The Jury were bound to give damages for the money which they supposed lost by the reasonable probability of pecuniary benefit being taken away by the death." We see no reason for applying a different principle to cases under the Indian Act. Now, the deceased in the present case was a man of 53 years of age. He had filed his schedule in the Insolvent Court on 12th November 1868, and after some arrangements arising from the unsatisfactory state of his balance-sheet, was expecting his discharge in the following March. His legitimate trade had been that of a contractor for building houses and repairing ships in the harbour; but it appeared from his balance-sheet that in about 1864 he became engaged in extensive land and building speculations with borrowed capital, which proved unsuccessful. That from 1861 to the time of filing his schedule the amount of gross profits realised by his business had been only Rs. 19,000, whilst the losses on two contracts alone had amounted to Rs. 19,446; and that at the time of his becoming insolvent, he owed Rs. 1,22,359 to general creditors, one of whom had a mortgage on the only piece of property (except some trifling jewellery) left to the insolvent, viz., a house in the Fort, valued by himself at Rs. 66,000. Much stress, indeed, was laid on a sum of Rs. 60,000 which, it was said, had been made away with by the deceased's son Hormusjee before the insolvency. We think that the evidence before the Court in support of this story, whatever other evidence it might have been in the plaintiff's power to give, was quite unreliable;—but in any case, the money is gone, and we do not understand how the story, if taken as proved, can materially affect the question before the Court as to the probable future property of the deceased, had he lived. The probable future of such a man must necessarily, for the most part, be matter of mere conjecture. It does not admit of being determined by any strict process of reasoning; but looking at the deceased's past career, as disclosed by the schedule, we can discover no ground of reasonable expectation that there would have been any source to restrict the wife and family could look for pecuniary benefits other than the profits of his regular business. It was, however, objected that the Chief Justice should not have taken as the basis of his calculation the entry in the schedule of profits realised between 1861 and 1868. It was said that the profits of the deceased's regular business might reasonably be expected to be larger than before his insolvency, as he had abandoned speculation and devoted himself exclusively to his legitimate calling. And the evidence of his son Bomonjee was relied on to show that his monthly profits during the year preceding his death had risen to between Rs. 500 and Rs. 600. But we cannot accept the mere statement of Bomonjee as sufficient proof of what those profits may have been, more especially when we find him admitting that his father sustained a loss of Rs. 12,000 in doing repairs to a ship called the "Ritual" during the last year of his life; and that he could not say whether his losses exceeded his gains, as he did not keep his accounts. If it were intended to rely on the increase of his business during the year preceding his death, the books of the deceased should have been produced as the best and proper evidence as to the state of his business. Lastly, it was urged by Mr. Anstey that the Court should give compensation for the loss of deceased's "protection and care," and the authority of an American case cited in Sedgewick on Damages was pressed on us as establishing that proposition. Now, so far as by the expression "protection and care" may be meant the money which a father can reasonably be expected to spend on his family, compensation has been given for it; but so far as it is intended to mean more than that, without saying that under very special circumstances it might not be brought within the principle we have laid down, we are of opinion that no such circumstances exist in the present case. On the whole, we are unable to say that the family had a reasonable and well-grounded expectation of pecuniary benefit exceeding the sum assessed by the learned Chief Justice; and the appeal must, therefore, be dismissed with costs unless the company consent to waive them, which, as this is the first case in which the application of the Act has been fully discussed, we think they might do with great propriety.

A NEW ENGLISH SCHOOL AT NOWSAREE.

If there is some superstition prevailing among the Parsee community, it prevails among the Parsees of Nowsaree. They have an ill feeling against the headmaster of the old Nowsaree Madressa, simply for non-observance on his part of certain customs, which are very dear to them. In this apparently trifling conflict, the interest of education in that well-known Gaekwar village were in danger; but happily nothing of the sort has yet happened, and we hope will not happen. We have now heard of another school established there in opposition to the old one, and though we have no objection to its establishment, we must protest against any hostile spirit with which it might be conducted. The interests of education must on no account be forgotten. We must also blame those who, now that the school is fairly established, try to obstruct its progress by foul means. We hope our Nowsaree brethren will see the absurdity of trifling with educational institutions for the sake of private squabbles. It is almost childish—to use no harsher term—to try to bar the progress of this school or of that, simply because you are in hostility with its headmaster. If he has committed any fault, let him be fairly called to account for it; but it is mere cowardice to try to sap his reputation as a teacher, to spread evil reports about him, and to harrass him indirectly by thwarting his efforts for the promotion of education. Let grown up men be free from selfishness, from the taint of such unworthy conduct, and let them consider that institutions created for the benefit of the rising generation are not fit for the shafts of malice and of envy.—*Gujarat Mitra.*

COLABA LUNATIC ASYLUM.

(BY A NATIVE CORRESPONDENT.)

It is satisfactory to observe that public attention is now-a-days more frequently drawn towards the helpless inmates of the Colaba Lunatic Asylum. A female member of my family had the misfortune to be kept there for nearly three years, and it fell to my lot to have to visit her while she was there. She was, however, brought home last December, I am sorry to say, without any improvement; and the worthy and kind Superintendent, who had lately left for England, warned me not to take her out, as owing to scarcity of room she could not be readmitted, and that he had no great hopes of her recovery. Had that gentleman had charge of a small number of inmates, I should never have thought of removing her from under his care; but another European medical gentleman was kind enough to undertake to attend her at my residence, more from benevolence than any pecuniary remuneration, and, had not his own health soon after compelled him to leave India, the change of treatment under him was likely to do her good. But as ill-luck (or rather I hope it may prove contrary at the end) would have it, he also was obliged to proceed to England. You can judge of my embarrassment when, after three months, I found that the poor woman could not be kept at home, that the only asylum was shut against her, and that the medical gentleman under whose treatment I hoped to see her cured was going away. Only one means remained—to take her upcountry, which was accordingly done. She was taken to her brother, and the change was certainly for the better, for she was for nearly fourteen hours in a second class railway carriage, and I was happy as well as astonished at our good luck, that a number of European passengers who were in the carriage had not the slightest idea that one of their fellow-passengers was insane. The letters I receive from my relative, though not decisive, are still of encouraging tenor as to her partial or perhaps complete recovery under a *native Hakim*. But I attribute part of the benefit to change —change not merely of climate, but of her *associations*. Only her little daughter is taken with her. Her brother and his family had not seen her for nearly eighteen years—the place is quite new to her.

At the commencement of her insanity another European doctor advised me to *take her away at once* out of Bombay, and, if possible, to a *sea voyage*, but I had not the means. His advice, however, was not lost sight of; and my belief in the efficacy of sea voyage for cure of insanity is confirmed by an employé in the Colaba Asylum, who informed me at one of my visits there that a number of European patients were to be sent home at that time, many of whom will recover during the voyage.

I believe, therefore, that a constant seclusion of an insane patient in a particular place, and with a certain number of insane associates and two or three attendants who would try to be away from him as much as possible, is prejudicial to recovery; on the contrary, a change of locality, as well as associates, every three or four months, would naturally benefit the patients. The sea voyage would certainly do good, and as Europeans are sent home, and even criminals have the benefit of a voyage at public charge, if Government chartered a good sailing vessel once or twice a year and sent a number of native patients on a voyage to Singapore or Bombay and back, the charges incurred thereon would not be lost; perhaps a saving might result by decrease in the number of the patients to be cared for. Perhaps a trial or two of a few manageable patients sent in a going mercantile ship will prove the advisability or otherwise of the proposal. In the next place, I think that, instead of Government incurring outlay of rupees on a large building like that at Colaba, small buildings, each to contain about 25 to 50 patients at the utmost, at several healthy hilly localities and on the sea coast and at a short distance from inhabited towns and villages, under charge of experienced apothecaries or hospital assistants, with one superintendent in each district who could easily visit them by turns once a month, would be a more beneficial arrangement. Possibly the cost of maintaining several establishments might aggregate to a large sum, but rich patients, as is the case at present, can be charged for care and maintenance, while workshops, if carefully established, would be productive in the long run.

Electricity and magnetism are powerful agents which modern science has discovered for the benefit of mankind. Perhaps mesmerism may owe its efficiency to animal magnetism. If so, cannot these agents be pressed into service for the cure of the insane? or I would rather say that certain species of the malady may be cured by the effect of the disturbed state of one of these principles in the human body.

In conclusion, let me suggest that European pharmacy, like any other human knowledge, is not complete, and that, therefore, if some of our native licentiates of medicine endeavoured to collect the numerous herbs, weeds, drugs, &c., of our native Hakims and Ghandees, and to investigate the scientific properties as to their medical qualities, and to communicate their information to the medical profession, their labours would be productive of much benefit both to themselves as well as to the community. As an instance, I beg to suggest that a certain half-dry herb, called Bhurramnee or Bhurmee, which is well known to the Ghandees, and can be had at about half an anna per tolah, is a valuable decoction for insane persons.

A.

LETTERS OF THANKS TO THE ARMY IN INDIA.

The following letters, which have been received from Prince Bismarck and M. Tropiong, relative to the subscriptions by the army in India towards the relief of the sufferers of the combatant armies in the late war, have been sent to the *Englishman* for publication. They have been published, by command of H. E. the Commander-in-Chief, in all order books of regiments serving in India:—

To H. E. Lord Napier of Magdala, Commander-in-Chief in India, Calcutta.

Berlin, 19th May, 1871.

My Lord.—The munificent gift contributed by the army of India towards the relief of the wounded Germans has come under my notice, together with your Excellency's appeal of 29th September last, so nobly responded to. It will be an additional gratification to our poor sufferers to know that for the material comfort afforded them, they are indebted to the sympathy of their brethren-soldiers in far India. In their name I thank you for your generous initiative, and beg you will kindly convey the expression of their gratitude to all the contributors.

I have the honour to be, with the highest regard, your Excellency's obedient servant, (Sd.) Von Bismarck.

Consulate-General de France, Calcutta.

Calcutta, 17th October.

Monsieur le Adjutant-General,—I received yesterday the letter you did me the honour of addressing me, dated Simla, 12th of October, and headed "Special, No. 9263," enclosing, by order of H. E. the Commander-in-Chief, the documents specified in the margin, at the same time to communicate the wish of Lord Napier of Magdala that I should receive the subscriptions that would be paid in here by the director of the Bank of Bengal, and do His Excellency the favour of transmitting the same to my Government as a token of sympathy from the British army in India for the sick and wounded soldiers of the French army.

In reply, I have the honor to request you will do me the favour to make known to H. E. Lord Napier of Magdala the pleasure I experience in undertaking to forward to the Government of the Republic the sum paid to me by the director of the Bengal Bank for the sick and wounded soldiers of the French army. I doubt not that this mark of sympathy from the brave and generous army in India will be thankfully received by the whole French army.

The hallowed recollection of the Bosquet Zouaves at Inkerman and the Chasseurs de Afrique of D'Allonville at Balaclava, alluded to in Circular No. 66, will, in the eyes of the French soldiery, give a value to this gift far above any intrinsic worth, and I only anticipate the Government I have the honour to represent when I beg of you to express to Lord Napier of Magdala my personal gratitude for the mark of sympathy from the noble and loyal army under his command.

I take this opportunity, Monsieur le Adjutant-Général, to offer you the assurance of my most distinguished sentiments.

The Acting Consul General of France,

(Sd.) C. Tropiong.

To the Adjutant-General of the British Army in India, Head Quarters, Simla.

INDIAN FISHERIES.

Steps are at length about to be taken to place the Indian fisheries under proper control. The reports recently received by Government unhappily leave no doubt as to the necessity for immediate measures, if a permanent fish famine is to be averted. In the Punjaub steps have already been taken, the fishermen require a license, and the size of the mesh of the net is strictly regulated. These proceedings, however, seem premature, being scarcely warranted by the existing law, and the Government of India has decided to deal with the whole question from an Imperial point of view. We learn that it is intended to appoint Mr. Francis Day, M.D., as Inspector of Fisheries for three years, with a view to drawing up and introducing a Fishery Act. Dr. Day is, we see, at present Medical Store-keeper in Madras, but he has for some time been on deputation to inquire into the Madras fisheries under the Public Works Department, and is the author of a valuable work on the fishes of Southern India. The pay of the Inspector of Fisheries will be Rs. 1,500 a month, but the appointment is to be a temporary one, and to end as soon as the Fishery Act is practically set at work. Dr. Day has recently made the tour of the rivers of Northern India, and is at present at Simla in consultation with the Punjab Government.—*Englishman.*

DEATH OF COLONEL HALY.

We regret to learn that Colonel G. T. Haly, c.b., late of the 108th Foot (Madras Infantry), died on the 19th ultimo, aged 61, at St. Leonard's-on-Sea. He was engaged in field service with the 41st Madras Native Infantry in Kimedy from 1828 to 1834, and was wounded in the right side by a matchlock-ball in the attack on the stockade at Macapardo; was also present at the night attack on the town of Kimedy, and frequently engaged against the insurgents in quelling the rebellion in that district—received the thanks of the general commanding the force. Served in the China war of 1842, and was present at the storming of Chin Kiang Foo and the operations before Nankin (medal). Was politically employed in Vizagapatam and Malabar, and frequently engaged with the insurgents in those districts. Raised, trained, and commanded the Malabar Police Corps, and was present at an affair against Moplas at Maroor in October 1855, and received the thanks of the Madras Government. The date of the late Colonel's commissions are as follows:—Ensign, January 16, 1827; Lieutenant, Nov. 9, 1831; Captain, Sept. 1, 1847; Major, June 20, 1854; Lieutenant-Colonel, April 2, 1861; and Colonel, Nov. 2, 1863. —*Madras Mail.*

CAUSES OF FAILURE IN PUBLIC BUILDINGS.

The following letter appears in the *Pioneer*:—

If you will allow me a little space for a few remarks, I will endeavour to point out to you one of the causes of failure in our public buildings in India. How is it that barracks tumble down, and why are bridges swept away? There are numerous answers to these queries and many have already been discussed in your columns; but there is one cause which, I fancy, has not received so much attention, that is, the want of proper and efficient repairs. Did you ever hear of a native of this country taking any trouble or going to any expense to keep a thing in repair? Walk across a country abounding in wells, examine them and see how many are of any practical use. You will find the majority of them either partly filled up or on the verge of decay, and the reason of this is that after their construction they have been left entirely to themselves, the rains have been allowed to pour into them, and the sides have crumbled away and the wells are no more. A few repairs or preventive measures was all that was wanted, but the proverb of a "stitch in time," &c., must be unknown to the Hindu. Now this apathy in the native is contagious, and may be found, in a milder form, in the European who has lived a few years in India. The climate has a natural tendency to weaken a man's energy, and he lets things pass which he could not or would be ashamed to allow were he in any country but this. The members of the Public Works Department are no exception to this rule. As an example of neglect in leaving structures to fall into decay for want of judicious repairs, let us take our public road bridges. Go along any high road and examine every bridge and culvert; you will find that although designed for the passage of water, they offer every obstruction to it. To begin with, our road engineers appear to have lost sight of the necessity of paying as much attention to the approaches of a bridge as to the structure itself. The water is allowed to get through the best way it can, it gets at the back of the wing walls, eats into the invert (should there be one) often underneath it, and by the time it has got fairly through, has worked a sufficient amount of damage. If the materials are pretty good, the bridge stands for a season, but is washed away altogether one day, and then we hear of the unusually heavy flood which has carried away such a bridge. The flood is blamed unjustly; it says, allow me to go through your bridge in a rational manner and I'll be indebted to you for a smooth passage. The fact is, then, that a bridge is built, and, like the Hindu's well, it is left entirely to its own resources and no one ever attends to its wants; a few repairs at the outset would have secured its safety. The best constructed building requires looking after, but in India, where the very worst materials are allowed to be used and where scamping reigns supreme, a proper system of repairs should be carried out.

The native thinks of repairing his house as he lies buried under its ruins.

TAX THOSE DOGS"

While heaven and earth are being ransacked for new objects whereon to lay unobjectionable taxation (as if that were possible by the way, in a world wherein the majority of people would give up their hope of salvation, if they were told that there were any tolls to pay on the road to Heaven) it has always struck us as being odd that the frequently recommended tax upon dogs should not have "met with" more attention. A tax of a rupee or two *per* year upon the dogs of India, would produce a noble return. And if it did not do that, it would tend to rid the earth of as offensive a breed of animals as that naturally noble creature, the dog, can well degenerate into, under the pressure of degrading condition of existence. It would be a very popular tax, too, because all disowned dogs might be assessed upon the general community, which would be a very practical method of testing certain ostentatiously avowed superstitions, especially in Western India. Nor would it afford ground for the usual whining cry of "oppression upon the poor," seeing that the Indian pariah dog is about the most useless beast in existence. He is not even to be relied upon to bark loudly and fiercely, and only when awake, or when he is not cheating the jackalls of their carrion, he is ready enough to howl at a stranger, or any suspicious prowler, he is equally ready to do so without any such incentive. In fact one is often tempted to wonder whether he and the jackall have not made a compact to induce benighted humanity in the East to curse life and die. There is nothing more indescribably horrible than a village dog community, on a calm night, giving its mind up thoroughly to howl at the moon, or at nothing particular, which seems to suit it just as well. And shall we not tax them?—*Poona Observer.*

THE DOOM OF CALCUTTA.

The *Indian Mirror*, under the above heading, calls attention to the fact that the Under-Secretary of State for India has publicly threatened the inhabitants of Calcutta with the dreadful declaration, that "if one thing was more certain than another, it was that if the Government of India had to remain in one place, year out and year in, it most certainly would not remain in Calcutta. Once let the annual resort to Simla, or some other place, where the European could work at full pressure during the hot season, be given up, and Calcutta would cease for ever and a day to be the political capital of India." The *Mirror* then observes—"Mr. Grant Duff has no personal experience of India to declare in such an authoritative tone, that Calcutta is so bad a place that no European can work at full power there during the hot season." Merely if this were so, one or other of the following propositions must be true, either that in physical constitution our supreme rulers in India are quite different from the large and daily increasing number of their countrymen in Calcutta, who, we find, have hitherto worked, and still continue to work, at full power all the year round,—or that they have come from another latitude. But if neither of these propositions holds good, and if it be accepted as a fact, that no European in India can work at full power during the hot season on the plains, then it certainly becomes a serious question for consideration whether Lord Lytton and his official colleagues in the Council—who draw the same high salaries that their predecessors by whom India was acquired and retained, and who risked health and life on the plains, have done—would not consent to have their pay reduced, they being now saved from a risk of life and health, and being allowed to retreat to the hills during the hot season of the year at considerable additional expense to the State, which is entirely met by the too heavily burdened taxpayers of India; or whether the Europeans in the public service, who work on the plains in summer, have not a just claim to higher salaries by reason of their risking health and life on the plains."

HOW THE 'VIXEN' REACHED ADEN.

AN EXCITING STORY.

(*Madras Mail*, July 18.)

We have received an account of the arrival at Aden of the screw steamer Vixen under somewhat exceptional circumstances. She is a screw steamer of 1,081 tons register, plying between Calcutta and London, via the Suez Canal, with cargo and passengers. She left Madras on the evening of the 15th of May, having been then eight days out from Calcutta. It was the intention of the captain to sail direct to Suez without stoppages. At Suez no longer stay was to be made than would allow of the papers being signed for passing through the Canal. She was to coal for the first time at Port Said. Nothing worthy of mention happened during the first fortnight following her departure from Madras. Her speed was unusually slow, seldom exceeding 7½ knots an hour, and the day's run did not average more than 170 miles. This was partly accounted for by the strong head-winds and heavy seas which met the vessel throughout her course. Down the Bay of Bengal the wind was dead a-head; when the course was changed to West at about a degree and a quarter from the Equator, the wind changed to the south-west, and then veered N. W. towards Cape Guardafui, the wind still persistently kept in front. On the morning of the 1st of June, the Cape was weathered, and the head of the vessel was pointed direct for Aden, the distance to run being then about 360 miles. On the afternoon of the same day two vessels passed close by, one a sailing vessel, the other a steamer.

On the 2nd of June the discovery was made that the vessel was completely out of coal. Our correspondent expresses suprise that with the fuel thus exhausted, a steamer which could easily have given the necessary supply was allowed to pass within hail on the previous afternoon, without any attempt being made to do so. The only inference we can draw is that the officers of the ship did not know their situation until the very last moment. A council of the ship's officers was held, and the plans agreed upon which were ultimately adopted. At first sight it would seem that the circumstances were not very grave. The vessel was within 360 miles of her destination; she was in the track of all the vessels plying up and down the Red Sea; and she had masts and sails at her disposal, being rigged as a brig, with two fore-and-aft sails, and a set of square sails on the fore-mast. But to those acquainted with the real nature of the situation, there appeared to be great danger. The vessel was a very bad sailer, being barely able to go within seven points of the wind; the wind was, in this case, less than six points off the course to Aden; the screw was found to be stiff, and would not turn with the water when the vessel was propelled by the sails; and as a consequence, all attempts to do anything was being made than movement in advance. The vessel was quickly drifting out of the track, and it was evident that she would soon be reduced to the alternative, if not previously relieved, of anchoring on the lee shore of Arabia, or of sailing back to Bombay. Against the possibility of the latter alternative was the fact that it would take some six weeks to sail to Bombay, there were only provisions on board, on the 2nd, for a fortnight's supply, and only water for one day. The engines of the Vixen are on the high and low pressure principle simultaneously, and it seems that as the condensing apparatus belonging to the latter was relied upon in case of emergencies, less attention was paid to the supply of the ship's tanks than would ordinarily have been the case.

Under these circumstances it was resolved to make for the coast of Arabia, and anchor there; and in the meantime to try and establish communication with Aden. In the first place, however, every endeavour was made to lessen the distance by making the most of the fuel left on board. Everything in the shape of wood was cut up and thrown into the furnaces. The two decks would have been ripped up, and given to the flames, but it was calculated that even these would not have brought the ship to her destination, so she was spared this unhappy fate. Noontime of the 4th, the distance between the ship and Aden had been reduced to about 45 miles, but all the fuel had been expended, and the distance of the shore on the lee bow was not less than 50 miles; and the ship was a long distance now from the track of other vessels. The situation had now become critical to the understanding of everybody on board. The ship was a mere log on the water, drifting with the current towards an inhospitable shore. Everybody was on rations, and only one spar was left for the manufacture of drinking-water. Numerous stories of throats being cut, and vessels plundered on the Arabian coast, began to circulate among the crew and passengers. The nervousness of the responsible officer of the ship began to be apparent. At this stage, the progress of the vessel towards the coast was so slow, and matters were becoming so urgent that the captain fitted up a boat to sail to Aden. The chief officer took charge of this, with a crew of ten men, and one volunteer from the second-class passengers. He was to make any arrangements for the relief of the ship which he might find best on arriving at the port. The sea was high on the afternoon of the 4th when the boat started, and in the night there blew two heavy squalls. Many hearts beat anxiously for the fate of the small craft which had been entrusted to the mercy of such weather. Nothing happened on the next day. On the evening of the 6th, the vessel came to an anchor near the shore, at a distance, as then ascertained, of about 165 miles from Aden, the motion of the ship having been retrograde, as regarded her destination.

On the morning of the 7th, a small expedition was organized for reconnoitring the shore, with a view, if possible, to obtaining water, or, at least, firewood. The captain and one or two passengers went ashore with two boats' crews, about every other man had a rifle, or a revolver, and they might be said, when viewed as a body, to be fairly armed. The party had not advanced more than a quarter of a mile from the shore, when a number of Arabs appeared from behind the bushes. Not a trace of their presence had been observable from the ship. Each of these men had a matchlock in his hand, besides the ordinary knives peculiar to the race. The arrival of the boats had evidently been expected. Captain Milne, with great presence of mind, immediately handed his rifle to the person next him, and advanced unarmed into the middle of the Arab group. This judicious conduct probably averted immediate hostilities. The Arabs at any rate contented themselves with keeping their matches alight, and talking in an unintelligible language with the captain. As little or nothing could be made out of this, except that the Arabs refused to sell water, or give any other assistance, the party drew off, and while keeping well together, managed to cut down a little firewood, and carry it to the boats. A diversion had already taken place at the boats, a group of about fifty armed Arabs having suddenly come down upon them in a threatening manner. The men in charge of the boats immediately pushed off from the land, and waited in that manner till the party had rejoined them, when everybody re-embarked without further molestation. Before leaving for the ship, the captain was a second time engaged in conversation by the same Arab chief who had talked with him before. As far as could be made out, this personage wished the captain to come on shore, and leave behind one of their number, a member of the ship's crew, as he was wounded, and they were unable to carry him. On messengers being sent out from Aden it was ascertained that they were under the Sultan's protection, and *en route* for the port. The Sultan also promised to make efforts to recover the missing man, if the residents of Aden are quite aware of the dangerous character of the Arabs who inhabit the neighbouring coasts, and it is prohibited for any European to go outside the cantonment. It would seem as if it were still not impossible for Anglo-Indians homeward or outward-bound, to become the heroes of thrilling adventures and hair-breadth escapes, in treading the well-worn overland route.

INDIAN ITEMS.

The 19th N. I.—Another batch of five or six sepoys of the late No. 1 company of the 19th Regiment Native Infantry have petitioned the local authorities, praying that they may be re-instated on the strength of the regiment as they were no parties to the mutinous conduct of the company.

Behaving in an Insulting Manner.—A European named Henry Stephens was on Monday charged at the Town Police Court, Madras, before Mr. Campbell, with behaving in such an insulting manner in a public road, as to render a breach of the peace probable. The defendant was convicted and sentenced to 14 days' rigorous imprisonment.

The *Urdu Akhbar* of the 16th June, under the heading Purneah, asserts that since the departure of Mr. Coburn, Superintendent of Police, from the district, the management of the police has fallen in for disorder that had characters have exercised much influence. In the short space of three or four months some forty or fifty dacoities have been committed, not to mention thefts and other petty offences, of which there is no end. Only fifteen days ago dacoities were committed, all at once, in three houses of a village on the same night, and a large amount of property was robbed.

Action for Defamation against a Judge.—*On dit* that the Zamorin Rajah has filed a suit in the Civil Court of Calicut against Mr. G. R. Sharpe, the Civil Judge, for damages estimated at Rs. 16,000. It appears that Mr. Sharpe made use of certain expressions highly defamatory to the Rajah, hence the suit. We are not in possession of full particulars of the case, which we hope to publish in our next. The Rajah has, we hear, secured the services of Messrs. Branson and Mayne. The suit was presented by the former, who departed immediately to Madras, having to attend to a case there. We shall watch the result with deep interest as the case is quite *unique*. Subsequent report goes to say that another suit of a similar nature is to be filled against the same gentleman.—*Western Star.*

Robberies in Delhi.—The *Akmal-ul-Akhbar*, of the 14th June, complains that robberies and dacoities still prevail in Delhi to an alarming extent. Robberies are boldly committed in broad daylight on public thoroughfares; and no person can safely go out of the city with anything of value about him. A lumberdar, named Sahib Singh, who was travelling on bullock-cart with gold chain worth some Rs. 300 or Rs. 400, and Rs. 125 in cash, was murdered by a party of robbers near Ruh Ullah Khan's Serai, a distance of three *kos* from the city. Another person, who was passing out of the city with a sum of Rs. 25 and a bundle of safflower, was plundered by dacoits, and barely escaped with life. Inquiries are being made by the police, but no trace of the robbers has yet been found.

TRADE OUTRAGE AT MANCHESTER.

A bold attempt (the *Manchester Guardian* says) has been made to damage a house in Higher Broughton, and also to destroy by fire a row of eight cottage houses, the erection of which is being completed in Edward-street, Lower Broughton. On Saturday evening a number of rough-looking men were seen by some police officers who were on the watch loitering suspiciously in the locality, and when it became perfectly dark several of these fellows at brief intervals daily entered the empty houses, as is would appear, they had a sort of meeting, a number of the joiners' nail boxes and planks which had been left lying loosely about being afterwads found arranged as if for seats in one of the upstairs rooms. Determined to act at once upon the result of their deliberations, certain of their number were deputed about 8 o'clock on Saturday to take the best means in their power of igniting and blowing up the centre house of the row, from which it was doubtless expected that the flames would speedily spread to the houses on each side. With this view they placed several bottles of petroleum upon a wooden floor, under a roof which had just been finished, and there they set fire at a sufficient distance from the petroleum to permit of their own safe escape. The timbers had just commenced to burn when the detectives suddenly entered, extinguished the fire, and caught four of the men, one of whom had taken refuge in the cellar. Another bottle of petroleum was subsequently found in the ashpit of one of the houses. It is believed that the cause of the outrage was there being used for the Edward-street property machine made bricks, supplied by the Fairy-lane Brick Company, the opposition to which by the brickmakers had previously led to several illegal acts. The same reason may be given for the similar attempt in Higher Broughton, in connection with which a man now in custody was caught in the act of setting on fire some wood on which he had previously placed a bottle of petroleum. Yesterday morning two brickmakers named Cooke and Marsh, who were brought up at Salford Police-court, charged with being concerned in the outrage, and attempting to set fire to some houses built of machine-made bricks with petroleum on Sunday evening last. The prisoners were caught on the building after they had set fire to it. As the police had refused to allow the prisoners to instruct lawyers as to their defence, the case was remanded.

EAST INDIA FINANCE COMMITTEE.

Tuesday, 24th June.

(*Overland Mail.*)

The Committee resumed its inquiry on June 27, Mr. Grant Duff in the chair.

MAJOR CHAMPAIN.

Major Champain was the first witness called. He stated that he is director-in-chief of the Indo-European Telegraph, which was a Government department. He had nothing to do with the telegraphs in India. The actual earnings of the line in 1869-70 were £76,196. The portion under his charge left Kurrachee and extended to the Persian Gulf and thence to the Tigris. Another branch ran off from Bushire to Teheran. That line ran up through Persia and Russia. The other fork of the line proceeded by way of Constantinople. The bulk of the traffic passed by Russia, which was by far the best route. The average earnings of the line for four years were £96,000 a year, but in 1869 from several causes the receipts fell off to £76,196, and afterwards they fell again, but they were now rising. In January 1869 they reduced the through traffic rate from £5 10s. to £2 17s. That reduced their part of the charge from £2 10s. to £1 8s. The Red Sea line took away a portion of their traffic for a considerable time, and they had been compelled in connection with that line to raise the rate from £2 17s. to £4 10s. Of that sum the Indo-European got £1 8s. They were now more than paying the working expenses, which had been considerably reduced. They had an expensive double line to keep up which was working admirably. He calculated that next year the income would be upwards of £70,000, which would gradually increase, but not very rapidly. The total sum expended in the construction of the lines under his charge was £1,111,973 up to March 31, 1870, but of that about £95,000 was recoverable from the Persian and Turkish Governments. In 1869-70 the working expenses were £81,000. The cost of the establishment in Persia was £1,665 per month, and in addition to that there was the Persian Gulf establishment, the cost of which was £2,200 a month. In England there was his own pay and office expenses, amounting to £1,762 12s. 6d. a year, the Kurrachee office £1,156, and the Constantinople office £473. Then there were travelling expenses, the cost of repairing the line, and the payment to the line guards. They were now reducing the expenses to £92,400 a year, and in a short time he thought they could be reduced to £60,000 a year. They maintained a vessel at Kurrachee, but for the last year or two a portion of the cost of that vessel had been defrayed by the Government of Bombay. It was impossible to say how long a cable would last. The general opinion was that it would last from forty to sixty years. It depended on what the cable lay upon. He was aware that Mr. Thornton said the Persian line cost £23,000 a year, and had recommended that it be given up to the Persian Government, but that recommendation had been withdrawn. The arrangement with the Persian Government was that they were to supply material and labour, and the English Government to find officers and men to superintend the work. The whole of the receipts up to £12,000 a year were to be paid to Persia. In those days the principal traffic did not go through Persia, but through Turkey. The consequence was that we got nothing at all, and were working at a dead loss of £23,000 a year. Since the Indo-European had been established, and another arrangement had been entered into with the Persian Government. Instead of the Persian Government taking the receipts up to £12,000 a year, a lump sum of £4,800 a year was given to them, no matter what the receipts were, and we halved the remainder of the receipts, and consequently the rate by Turkey was not raised, but a message by that line took thirty-six hours. Merchants were compelled to use the Indo-European line, the arrangements for transmission by which was two hours and fifty-five minutes. The result of raising the rate was that while the messages had diminished in number, the receipts had increased. Mr. Thornton, in his memorandum, stated that there were charges to the amount of £20,000 a year, which more properly belonged to the political department than to the telegraph. At one time they had to pay the political agent in Beloochistan. It was necessary for the purposes of the telegraph that he should be there at that time, but he did a great deal for the political department also. They maintained a coaling station which was used by Her Majesty's ships, and which was not necessary for the purposes of the telegraph, and they paid a portion of the expenses of the gunboat. For two years the working expenses of the line were greater than the receipts, but last year there was an improvement. In 1870-71 the receipts were £96,350, and the working expenses were, he thought, £63,000. In case the sender of a message did not indicate the route, the message was sent by the line which was working the best.

Mr. Crawford—Mr. Thornton assumes that it is in the power of the British Government to get 6 per cent. for the Indo-European line; do you agree with that?—Witness—I do not think so.

The contract with the Persian Government expires in August 1872, does it not?—Yes.

Are there any negotiations going on for renewing it?—None that I am aware of.

Then, if time is not limited, the arrangement will cease?—It will cease as far as we are concerned.

But the public in this country would still have the benefit of the line through Russia?—They would, but I doubt whether they would be able to work it.

I suppose you think it a great advantage to have a second line, as a set-off against the British Indian?—I think it an immense advantage.

But you put your heads together to raise the rates against the public?—We were compelled by the fact of the line not paying. The traffic, which was sufficient to feed two lines, was not sufficient to feed three.

Do you think that with regard to working the Persian line there is anything particular about it?—I am decidedly of opinion there is. We have had very intelligent engineer officers, who have, as a rule, got on excellently with the inhabitants.

Would you deprecate giving up the line on political grounds?—I would very much. Besides, by it we feed our Persian Gulf cable, which, without it, would not get any traffic at all.

In reply to further questions, the witness said it would be a great loss to the undertaking if the English officers were to

THE INVASION OF COREA.

(*Globe*, June 30.)

THE American expedition under Admiral Rodgers is making rapid progress in the conquest of Corea. Mr. Consul Markham's telegram from Shanghai, of Wednesday's date, reports the capture of a stronghold on King Hoa Island, after a desperate resistance, with the loss of ten killed and wounded on the American side against 500 of the Coreans. Except as regards the latter number, the simultaneous telegram from Washington is confirmatory of Mr. Markham's despatch to the Foreign Office.

Here, then, is the opening of a new chapter in the history of that fretful intercourse between civilised and semi-civilised races, in which it has fallen to the lot of our own country to play so prominent a part; and while the matters in question between the United States and Corea are yet simple, it is worth while to note these first beginnings of their international relations. We are so apt ourselves to shake our heads over the faults of our fathers, to look on our position in India, China, and elsewhere as the fruit of violence and immorality, to regard our possessions in the light of an illegitimate offspring, which it was wrong to call into being, but which it would be also wrong to desert, that we are satisfied, could we only have our national life over again, we should act very differently from our predecessors. There is, of course, a strong smack of well-to-do hypocrisy in all this; a repentance by proxy is not edifying, and is generally false in proportion to its demonstrativeness. But even the sleek trafficker in Brummagem virtue among ourselves has not been so hard upon us for our overbearing demeanour towards Asiatic races as the Americans have been. With regard to China, in particular, a thread of self-laudation runs through the whole series of despatches, and it is self-laudation at the expense of the Britisher who is always held up as the representative of violence and immorality.

No matter what the provocation may have been, all the collisions we have had with the Chinese are held to be unjustifiable. Our treaties are condemned as having been made by force without any reference to the fact that the use of force may have itself been forced on us; and American representatives have been always fluttering about the Chinese court with the olive branch in their mouth, and making political capital out of the contrast they were enabled to draw between their own meek and Christianlike behaviour and the "tyrannic policy" which was the special distinction of the British. This mandlin attitude was safe enough, and might even be profitable, so long as it was felt that Great Britain could be trusted to protect the common interests of all foreign residents in China, American among the rest. It was impossible, indeed, for our Government to defend the interests of its own subjects without at the same time extending its protection to all other foreigners, and under these circumstances there was considerable "cuteness" in the Americans seeking credit for their submissiveness, while leaving their interests with confidence in other hands.

It is somewhat remarkable, however, that in proportion as the British Government has become indifferent to its own interests in China the American Government has become alive to the possibility of having to do something for itself. As the British fleet in the East has been reduced, so has the American been increased. The tone of communications with the Chinese has likewise undergone a change. The present Minister, Mr. Low, barging on the old string of unmitigated love, has been gently warned by Mr. Hamilton Fish that a change may come over the traditional policy of the United States in China—in other words, that as some Power must undertake to keep the Chinese to their engagements, the abandonment of this duty by Great Britain might cause it to develve on the United States, in which case the humble and submissive mask would have to be laid aside.

Their action in Corea leaves no doubt of what is now the policy of the American Government. It is no unforeseen accident that has precipitated matters there. It is not the impulse of some hot-headed officer that has plunged two countries into war. The expedition, as we lately pointed out, has undergone a long period of gestation, something over three years. It is more than twelve months since the fiat went forth from Washington which is now being fulfilled. Corea must be opened. Had France or England undertaken this task, it would have been open to American politicians to denounce the tyranny and what not, and to share the benefit. But as it happens, America has taken the whole onus on herself, and must henceforth hold somewhat different language concerning the doings of Engl land in the East.

Mr. G. F. Seward had some carefully-prepared "arguments," which were "to be advanced to show the Coreans that a juster consideration of Eastern States is prevailing in the West." How far he got in expounding those arguments we shall, perhaps, hear by-and-by. In the meantime the "argument" of 481 cannon captured, and 243 Coreans killed, old fashioned as it is, will probably have more point and more efficacious in convincing the Coreans, if not of the "juster consideration," at least of the determination, of the West to bring the kingdom of Corea within that happy family which American statesmen are so fond of calling the comity of nations.

THE FERTILITY OF BATTLE-FIELDS.

THE *Army and Navy Gazette* says—"There was a curious paragraph in the *Pall Mall Gazette* one night this week on the malevolent influences of battle making on agriculture, in which the writer first asserted that it had been remarked vegetation was impeded and blighted in the vicinity of a battle-field, and then asserted that certain unknown men of science pretended to account for the phenomenon by suggestions of chemical combinations—sulphuric acid, nitre, powder, and *bosh*. It was a quaint paragraph. The man must be a wag who wrote it, and he must have laughed consumedly when he saw it in print. How vegetation could suffer now from a fanciful combination of gases created years ago and speedily dissipated is not easily understood. But the fact is quite the other way. Byron was right when he wrote "How that red rain shall make the harvest grow" of Waterloo, as any one may see who visits the plains in harvest time. The fields around Königgratz are exceedingly fertile, and the crops about the villages where the battle raged most fiercely have been wonderful. The same fact has been remarked of several American battle-fields.

HENLEY ROYAL REGATTA.

THE premier regatta of the United Kingdom commenced on Thursday, June 29, under favorable auspices; and, both from the number of races rowed and the closeness of some of the contests, was in every respect unequivocally successful. The weather was glorious in the early morning, but towards noon a strong breeze rose from the south and west, and blew down the course, thus adding in no slight measure to the labour of the oarsmen and the heaviness of their work, already sufficiently increased by the strength of the stream consequent upon the recent rains.

The committee, taking into consideration the reiterated complaints of the unfairness of the course from Poplar Point to the winning-post, as alluded to in our impression of Monday, determined upon marking out the course with stakes and flags, commencing at the fatal corner, and gradually widening outwards to the bridge and winning post, so as to keep the boats further out in the stream, and thus prevent it from creeping along in the slack water under the bank. The alteration was a decided improvement, but the first stake was placed a trifle too far out from the bank. There were no less than 17 races upon the card, which necessitated a commencement at 12 o'clock. The attendance was good for a first day, for which the fine weather may be credited. For carrying the umpire a contract had been made with Mr. J. I. Thornycroft, C.E., of the Church-ward Works at Chiswick, who built a second launch for the committee, and her speed was greatly in excess of that stipulated for, as may be judged from her trial over the course on the day before the regatta, when she completed the distance—1 mile 2 furlongs and 160 yards—against the stream in 4 min. 40sec. The umpire was thus enabled to keep up with the races at three-quarter speed, instead of following at a distance of several hundred yards in a waterman's eight. The stations count from the Berks shore:—

THE GRAND CHALLENGE CUP FOR EIGHT OARS.

Station.	FIRST HEAT.
No. 3 (Bucks) — Eton College Boat Club ...	... 1
No. 1 (Berks) — Dublin University Boat Club	... 0
No. 2 (Centre) — Oscillators Boat Club...	... 0

ETON COLLEGE CREW.	st. lb.	DUBLIN UNIVERSITY CREW.	st. lb.
1 G Drinkwater ...	... 10 0	1 J O'G Delmege	... 9 11
2 T C Edwards-Moss ...	... 9 13	2 G H Pentland...	... 10 7
3 Hon. H C Legge	... 10 5	3 F P MacLaughlin	... 12 1
4 E K S Bloxsome	... 10 11	4 H S Moore	... 10 10
5 H B Harrington	... 11 10	5 W H Morrison	... 11 0
6 F C Ricardo	... 11 0	6 A B Stony	... 12 5
7 H J Conant	... 10 6	7 F E Bird	... 11 7
C W Benson, stroke	... 10 11	Ivar McIvor, stroke	... 10 11
H C Barnett, cox.	... 7 7	B Kyle, cox.	... 8 9

OSCILLATORS CREW.

	st. lb.		st. lb.
1 W M Robertson	... 10 8	6 W A Ward	... 11 12
2 G P Coleman	... 10 2	7 A J Little	... 11 0
3 H W Dent	... 11 4	B P Scare, stroke	... 11 4
4 F Leader	... 10 3	H Hayes, cox.	... 7 7
5 F C Little	... 11 3		

Dublin got first hold of the water, but as soon as the boats were well under way the Oscillators showed ahead, succeeded by Eton—a few feet only separating them, Dublin a quarter of a length astern. At Remenham Eton and the Oscillators raced for the lead, which Eton obtained at Fawley-court, the Oscillators being three-quarters of a length ahead of Dublin. At the half distance Eton drew away, leading the Oscillators by half a length, and shortly afterwards by a whole one, after which they kept in front to the end. At the little bridge on the Berks shore, five-eighths of a mile having been rowed, the Dublin crew drew up to the Oscillators, and raced with them for second place, heading them off the White Lodge on the Berks shore, and clearing them at Poplar Point. At the finish Eton won by a length and three-quarters; Dublin a length and a half ahead of the Oscillators. Time, 8min. 44sec.

Station.	SECOND HEAT.
2 (Centre) London Rowing Club ...	... 1
1 (Berks) Kingston Rowing Club...	... 0

LONDON CREW.	st. lb.	KINGSTON CREW.	st. lb.
1 C Routh...	... 10 4	1 H N F Bethell...	... 10 7
2 P Hart ...	... 11 12	2 J R Hoare ...	... 10 12
3 R F Grantham...	... 11 7	3 N F Mackie ...	... 11 12
4 W F Pitchford...	... 11 12	4 A Trower ...	... 11 12
5 R M Barton ...	... 12 4	5 E C Malan ...	... 13 0
6 G Ryan ...	... 11 4	6 E D Darbishire	... 11 11
7 H J Chinnery ...	... 11 7	7 A C Fountaine...	... 11 4
F S Gulston, stroke	... 11 10	E L Corrie, stroke	... 11 11
T Weston, cox ...	... 8 0	F Walton, cox	... 8 9

An even start was effected, and, after rowing half-a-dozen strokes, Kingston led out by a few feet, which advantage they soon increased to a quarter of a length, London making off under the shelter of the bushes with great wisdom. At the Fawley-court Creek London began to lead, and rowing gradually away as the Kingston men fell off in pace, crossed out and took their water off the little bridge on the towpath shore, with about 3ft. 6in. to spare. As soon as the London boat was again straightened, Kingston raced up to them and overlapped us far as the London stroke car on the outside. From this point, however, London drew gradually away, being clear at Webb's boathouse, 300 yards from the finish, and winning a gallant race by a length and a half, both crews much distressed. Time, 9min. 22sec.

THE VISITORS' CHALLENGE CUP FOR FOUR OARS.

Station.	TRIAL HEAT.
No 3 (Bucks)—First Trinity Boat Club, Cambridge...	1
No 1 (Berks)—Christ Church College, Oxford...	0
No 2 Pembroke College, Oxford crew withdrew.	

FIRST TRINITY CREW.	st. lb	CHRIST CHURCH CREW.	st. lb
1 G L Rives	... 10 4	1 J G Brymer	... 11 7
2 C S E Read	... 12 2	2 E Giles	... 12 5
3 James R Close...	... 10 3	3 E C Bovill	... 12 2
John B Close, stroke.	11 8	T H A Houblon, stroke	10 4
R E Goudon, cox	... 8 0	E O Hopwood, cox	... 8 0

First Trinity came away with the lead, were clear at Remenham, crossed out in front of Christ Church at Fawley-court Creek, and, retaining their lead to the end, won by two lengths and a quarter. Time, 10 min. 9sec.

DIAMOND SCULLS.

Station	FIRST HEAT.
No 3 (Bucks)—W Fawcus, Tynemouth Rowing Club	... 1
No 1 (Berks)—C F May, West London Rowing Club	... 0
No 2 (Centre)—J M'C Bunbury, Brasenose College, Oxford	0

Fawcus came away at once with the lead, Bunbury ahead of May. At Remenham Fawcus was clear, Bunbury leading May by half a length. At the half distance May rowed up to and passed Bunbury, and went on in pursuit of Fawcus, though without any chance of overhauling him, as he continued in front to the end, winning easily by three lengths; May a long distance ahead of Bunbury, who gave up.

Station	SECOND HEAT.
No 1 (Berks)—A de L Long, London Rowing Club	... 1
No 2 (Centre)—W Chillingworth, Twickenham ...	... 0

Long and Chillingworth came away together, the latter leading by a quarter of a length half way to Remenham. At Remenham itself Long drew clear, and, maintaining his lead to the finish, won at his leisure.

WYFOLD CHALLENGE CUP FOR FOUR OARS.

Station.	TRIAL HEAT.	
No 1 (Berks)—Kingston Rowing Club ...	...	... 1
No 2 (Centre)—Dublin University Boat Club	...	... 0

KINGSTON CLUB.	st lb	DUBLIN UNIVERSITY CREW.	st lb
1 J M Routh ...	... 9	1 D H Doran ...	... 10 11
2 P Trower ...	... 11 3	2 G H Pentland...	... 10 9
3 N F Mackay ...	... 11 12	3 F P MacLaughlin ...	12 1
W Gibbons, stroke ...	11 8	J O'G Delmege, stroke	9 11
F Walton, cox. ...	8 0	B. Kyle, cox ...	8 9

Kingston came away at first and led by half a length at Remenham. Off Fawley-court the Dublin crew drew up nearly level with Kingston and raced them to the half distance. Here the latter again went away, and, increasing their lead, won easily by four lengths, or thereabouts:—

STEWARDS' CHALLENGE CUP FOR FOUR OARS.

Station.	FIRST HEAT.
No 1 (Berks)—Kingston Rowing Club ...	... 1
No 2 (Centre)—Dublin University Boat Club	... 0

KINGSTON CREW.	st lb	DUBLIN UNIVERSITY CREW.	st lb
1 A C Fountaine...	... 4	1 F E Bird ...	... 11 7
2 A Trower ...	... 11 12	2 C B Barrington	... 12 10
3 E L Corrie ...	... 11 11	3 A B Stoney ...	... 12 5
S D Darbishire, stroke	11 11	Ivar M'Ivor, stroke	... 10 11
F Walton, coxswain ...	8 0	B Kyle, cox	... 8 9

For three-quarters of the course the was a magnificent race, and the rowing of both crews excellent. Kingston came away with a trifling lead of a few feet, and held it up to Remenham. Here the Dublin crew, under the shelter of the bushes, drew up alongside Kingston, and a tremendous race ensued past Fawley-court, Dublin going in front, and, leading past Fawley-court Creek by two-thirds of a length, maintained a lead past the wood on the Oxfordshire shore, until reaching the half distance, where Kingston again got level, and the two fours rowed oar and oar for another 200 yards. At the little bridge on the towpath shore Kingston had drawn out, and led by half a length, which they increased to a whole length at the home barrier, at the second gate from the finish, and to a length and a half at Poplar Point. Being on the inner hand thence to the winning post they drew farther away, and, as Dublin eased before passing the flag, won a sellorwed race by two lengths or a trifle more. Time, 9min. 22sec.

DIAMOND SCULLS.

Station.	THIRD HEAT.
No 2 (Centre)—J H D Goldie, Cambridge...	... 1
No 1 (Berks)—W L Slater, West London Rowing Club	... 0
No 3 (Bucks)—F Chappell, Brasenose College, Oxford	... 0

Goldie came away with a slight lead of Chappell, Slater being a length up to Fawley-court; here Goldie sculled away from Chappell, and Slater, drawing up, raced level with the latter for a short time. At the half-distance Goldie, leading by two lengths, had taken Chappell's water, whereupon the latter stopped; Slater meanwhile coming along close under the towpath shore. At the little bridge Goldie held a lead of nearly three lengths, and shortly after passing it he came over and took Slater's water. Nearing the horse barrier Slater drew up within a length of Goldie, the latter appearing almost exhausted, but he held his own until reaching Phyllis-court, where Slater came up rapidly on the outside and overlapped Goldie. The latter having to pull out to avoid the flagpole at the corner, Goldie passed, which was given against Slater, both scullers having paddled past the winning post, Goldie first.

Station.	FOURTH HEAT.
No 1 (Berks)—E T Ashby, Staines Boat Club	... 1
No 2 (Centre)—R W Griffith, Jesus College, Cambridge	0

A stem and stem race was rowed up to the half distance, at which spot the two scullers were as level as when they started. Nearing the horse barrier, Ashby drew out a slight lead, and at the Phyllis-court was nearly clear; thence to the finish he increased his lead and won easily, Griffith having fouled the corner pole.

THE SILVER GOBLETS FOR PAIR OARS.

Station	FIRST HEAT.
No 1 (Berks)—James B Close and John B Close, Trinity College, Cambridge ...	... 1
No 2 (Centre)—F E Bird and Ivar M'Ivor, Dublin University Boat Club ...	... 0
No 3 (Bucks)—J Muir, St. Alban Hall, and A G P Lewis, University College, Oxford	0

M'Ivor and Bird led out, the brothers Close next, but in a few strokes all were level, and a capital race ensued to Remenham, where the Closes drew out clear, the Dublin and Oxford pairs level. This order was maintained up to Fawley-court Creek, where the Closes were two lengths ahead, and M'Ivor and Bird leading the Oxford pair by a length. These positions were maintained to the finish, but at Poplar Point the Dublin pair twice spurted up to within a length of the Closes, who won by a length and a quarter. The Oxford pair, who were tailed off at the horse barrier, gave up before reaching Poplar Point.

THE STEWARDS' CUP FOR FOUR OARS.

Station	SECOND HEAT.	
No 3 (Bucks)—London Rowing Club ...	...	... 1
No 2 (Centre)—Tynemouth Rowing Club ...	...	... 0
No 1 (Berks)—Christ Church, Oxford ...	...	... 0

LONDON CREW.	st lb	TYNEMOUTH CREW.	st lb
1 C G Routh ...	... 10 4	1 W Fawcus ...	... 9 9
2 G Ryan ...	... 11 4	2 G R Ramsay ...	... 11 3
3 A de L Long ...	12	3 Charles Ramsay	10 5
F L Gulston, stroke ...	11 10	J L Browne, stroke	... 10 10
V Weston, cox ...	8 0	J Greenaitt, cox ...	7 7

CHRIST CHURCH CREW.

	st lbs		st lbs
1 J G Brymer ...	... 11 7	3 E C Bovill ...	12 2
2 E Giles ...	... 12 5	T H A Houblon, stroke	10 4
E O Hopwood, cox ...	...	St	

The Tyne crew came right away at once, and led London by a length and a third at Remenham; Oxford half a length astern of the latter. The Tyne crew maintained their lead until passing Fawley-court Creek, where the nose of the London boat was abeam of the Tyne strokesman. Inch by inch the Londoners came up, and gradually rowing the Tyne crew down, headed them at the half distance, and, drawing away, won a well-rowed race by a length and about six feet; Christ Church a bad third. Time, 9m. 23sec.

LADIES' CHALLENGE PLATE FOR EIGHT OARS.

Station.	TRIAL HEAT.
No 2 (Centre)—Pembroke Coll-ge, Oxford ...	... 1
No 1 (Berks)—Radley College Boat Club ...	... 0

PEMBROKE COLLEGE, OXFORD CREW.	st. lb.	RADLEY COLLEGE CREW.	st. lb.
1 H A Selwey ...	... 10 9	1 E C Haviland ...	... 9 13
2 F Spurling ...	... 10 8	2 F Spurling ...	... 9 9
3 E H Bayley ...	... 11 12	3 W Morrice ...	... 11 8
4 W G Hazlerigg ...	... 11 9	4 A J Hargreaves	... 10 6
5 F W Baxendale ...	... 12 4	5 W L Browne ...	... 11 1
6 C D E Malet ...	... 10 12	6 A R Harding ...	... 10 9
7 R S Mitchinson...	... 11 12	7 E Charrington...	... 10 1
E Le Fay, stroke ...	... 11 12	8 F W Brancker...	... 10 13
G M Isaac, cox, 8st car	8 5	A B W Goldie, cox	... 7 0

Pembroke came away from the first, and, as Radley was completely outpaced, won at their leisure.

Station	SECOND HEAT.
No 2 (Centre)—Trinity College, Dublin	... 1
No 1 (Berks)—First Trinity Boat Club, Cambridge	... 0

TRINITY COLLEGE, DUBLIN CREW.	st lb	FIRST TRINITY BOAT CLUB, CAMBRIDGE CREW.	st lb
1 J O'G Delmege	... 9 11	1 N C Thomas	... 10 12
2 G H Pentland...	... 10 9	2 J C Lambert	... 11 2
3 D H Doran ...	... 10 11	3 W E L'Amy	... 11 9
4 H S Moore ...	... 10 10	4 C S Read	... 12 2
5 F P MacLaughlin	... 12 1	5 H J Lomax	... 12 10
6 A B Stony ...	... 12 5	6 G L Rives	... 10 4
7 F B Bird ...	... 12 10	7 James R Close	... 10 3
C B Barrington	... 12 10	John B Close, stroke	... 11 8
Ivar M'Ivor, stroke	... 10 11	H E Goudon, cox. 8st, car	8 5

First Trinity came away with the lead at the first few strokes and headed Dublin by half a length in passing Remenham. At Fawley-court, Dublin, in turn, the lead, which they commenced to hold their own and to go up to the Cambridge boat foot by foot. At the half-distance they were level, and thus the two crews rowed for another 300 yards, when the Dublin eight slowly drew ahead, and at the last gate on the towpath were three-fourths of a length in front. Round Poplar Point, First Trinity, on the inside spurted and ran up to within about half a length of their opponents, one of the Dublin men at the same time catching a "crab." When they had steadied themselves the latter again drew away, and ultimately won the best race of the day by a length and two feet, the boats having never been clear of one another until the last 100 yards of the course. Time, 8min. 45sec.

DIAMOND SCULLS.

FIFTH HEAT.

F T Ashby	... r 0

J. H. Goldie was to have started, but through some mismanagement, the Card and the umpire's instructions being in conflict, he did not go to the post.

SIXTH HEAT.

Station.	Station.
Bucks—W Fawcus ... 1	Berks—A de Long ... 0

Long came away with the lead, and maintained an advantage of half a length to Remenham, where Fawcus, under the Bushes, sculled past him, and, maintaining his lead to the finish, won by two lengths or thereabouts.

TOWN CHALLENGE CUP FOR FOUR OARS.

TRIAL HEAT.

Station	Station
Berks—Reading Boat Club ... 1	Centre—Marlow Boat Club ... 0

The Reading crew rowed in better form than Marlow, and, leading throughout, won easily.

SILVER GOBLETS FOR PAIR OARS.

Station	SECOND HEAT.
No 2 (Bucks)—A de L Long and F S Gulston, L R C	...1
No 1 (Berks)—J J Croskell and T G Thompson, Lancaster	0

Both crews left the post on even terms, and for a few strokes they were level; but Croskell and Thompson on the inside soon showed ahead, and led by a quarter of a length at Remenham. Passing Fawley-court, Long and Gulston got upon even terms with their opponents, and gradually rowed them down, leading at the half-distance by about half a length, which advantage was increased to a whole length off the little bridge on the towpath shore. At three-quarters of a mile, London, who had crossed in and taken the Lancastrians' water, were a couple of lengths ahead, and, maintaining their lead to the finish, won easily. The final heats between the holders of the prizes and the winners of the trial races will be rowed to-day, commencing at 1 o'clock. An exciting race is expected for the possession of the Grand Challenge Cup between London, Oxford, and Eton.

PICKINGS FROM PUNCH

OF JULY 1.

TO SIR FRANCIS.

Motto to be placed over the door of the new St. Thomas's Hospital—"Bravo, Hicks!"

THE STRONG GOVERNMENT.

Ben (a rude boy)—"Now, then, all together! And be very careful as you don't overdo yerselves!"

NOTE FOR THE NOSE.

A perfumer's business ought to be very lucrative. Of all businesses it brings in the best per-sentage.

MR. PUNCH IN THE HIGHLANDS.

He goes on board the Iona. The only drawback to his perfect enjoyment is the jealousy caused among all the gentlemen by the ladies clustering round him on all occasions.

AND GARMAN NOT SO VERY WRONG.

Irish and Irate Cabby—"What d'ye mane running forenenst the horse's head? If I had knocked ye down, and kilt ye, we'd be jumpin' up an' blaming me."

COMMEMORATION AND CADS.

Do undergrads behave like cads.
At each commemoration?
Fie!
For Oxford, then, and self, may men
Of Oxford say "A-cad-am-I."

MISPLACED CONFIDENCE.

Great confusion seems to have been created by the misplacing of a foot-note in the second volume of Lord Brougham's *Autobiography*. From this, we infer, that it isn't every foot-note that is to be construed literally *au pied de la lettre*.

SAD CHANGE.

One of the most amiable and gentle of men, who had hitherto borne the character of being the best of husbands, actually boasted the other evening to a friend who dropped in unexpectedly, that he had that moment *beaten his wife hollow*. The unhappy lady was found close to a chess table.

A SUGGESTION.

Why should not people at evening parties be properly labelled with a number in some conspicuous but convenient place, and described in a catalogue, so that one might know who they were, and all about them, without troubling the host or hostess?

OUR DIVIDED ENEMIES.

The Communists of Clerkenwell and the Irish Fenians are at odds. Their difference is a mighty pretty quarrel as it stan ds but might be much prettier. It would be the prettiest quarrel in the world if they were only to fight it out like the Kilkenny cats

LES ABSINTHES ONT TOUJOURS TORT.

Absinthe is, by some people, regarded as a chief one among the many causes of the decadence of France. Men holding this opinion might, if they would make a point of it, observe that, inasmuch as Ireland has been very nearly ruined by her absentees: so France has been endangered, also, by her absinthe-tees.

AN AWFUL LOOK-OUT.

(*For a certain School of Sabbatarians.*)

Shut up the public-houses on a Sunday!
Why, then, we shall have to open harmless places of recreation—
Public Gardens, Museums, Picture-Galleries, the Crystal Palace!
Goodness gracious!

GOING, GOING!

A debate in the House of Commons on the New Forest has informed us of "the sale of incomparable old trees for firewood"—"an ancient yew-wood contemporaneous with the Conqueror," having fetched as much as £60! We would suggest to those who have the mismanagement of this sort of thing that a great deal of money, much more than sixty pounds, might be made by selling the old castles and other picturesque but unproductive ruins, the property of the Crown, for building or paving materials.

DISORGANISATION OF THE ARMY.

How could we ever, if at war, carry the war into the enemy's country if the law were what Mr. W. M. Torrens proposes it should be; namely, that "no person enlisted as a soldier in any regiment of cavalry or of the line shall be called upon to serve Her Majesty out of the United Kingdom until he shall have attained the age of twenty years"? We should then have no cavalry for foreign service except men who had all reached their majority, and, in so far as we should not have any minors in our foot regiments, no infantry at all.

MAKING PROGRESS.

"We understand that the Treasury and Mr. Street, the architect, are at present engaged in correspondence as to the elevation of the law courts."

This raises our hopes. We trust the result of the correspondence about their elevation will be the speedy raising of the court.

The year 1900 will now, probably, see the completion of these buildings, and also of the new National Gallery and Natural History Museum. The Wellington monument might be thrown open for public inspection at the same time. (N. B.—This will be the last appearance of the Lord Mayor and corporation of London in an official capacity.)

THE TICHBORNE CASE.

We have already published the evidence given in this case on Friday, June 23, as far as reported in the evening papers, and we now resume at the point at which we left off:—

The Solicitor-General—When Arthur Orton was charged with horse stealing were you charged with him?—Yes; but you may as well have this—we proved the horse to be our own, and were never charged.

The Judge—What was the date of that?—1859.

The Solicitor-General—Where was that?—At Castlemaine, 14 or 15 miles from Back Creek, on the road from Melbourne to Bendigo.

The Judge—When did you take the name of Morgan?—The latter end of 1861 or the beginning of 1862. I only used the name for two or three months.

By the Solicitor-General—In 1859, when I was charged with horse stealing, I was not in the employ of Mr. Macmanus. I have heard Orton say he was in his service. It was six months after Orton had left his service that we were accused of horse stealing.

You were discharged. Then that could not be the matter about which you were afraid to criminate yourself?—I did not say it was.

Before whom were you charged?—I am sure I forget his name.

Where was the charge heard?—At the police-court at Castlemaine before the magistrate. A digger at Forrest Creek, named Burgess, prosecuted; but Croft was the actual prosecutor. Burgess was the man we sold the horse to.

Were you charged together as having done it together?—Yes.

At what time?—At the latter end of 1859.

To the Judge—I was charged under the name of Thomas Castro, and Orton under the name of Arthur Orton. We had sixteen horses; but we were only charged with stealing one.

Cross-examination resumed—Castlemaine is a large town in Victoria. I was charged at a regular court.

In reply to the Solicitor-General, the claimant repeated that he could not say one way or the other whether he told Mr Guildford Onslow that he had told a falsehood at the meeting about the letters.

Cross-examination continued—The horse stealing was not the matter about which I claimed the privilege the other day or this morning.

Now, let me ask you, did you come from Chili in 1851 on board a ship called the Jessie Miller?—Why I was in Ireland in 1851.

Did you go to Mr. George Orton's house in Wapping and stay there for some time?—I did not.

And during the time you were there did you not assist Mr. George Orton in a butcher?—I did not.

Could you speak any Spanish in 1851?—No, not a word. Did you act as interpreter to captains of Spanish ships in London at that time in their dealings with your father and other people?—I beg your pardon—with Mr. George Orton and other people?—(Laughter.)—I did not. I did not know them.

When in America did you know a man of the name of Beeson?—Yes; he used to come into the yard for hides for a short time, and I think he did not pay for them as he had no more. The hides did not belong to me. I was the manager.

Did you ever have any talk with him about your former life?—In the first place, I never liked the man, therefore it is not likely I should converse with him. He was a man with whom no one in the town associated.

Did he have any conversation with you about your former life?—I swear he never had.

Did you ever tell him that you were a castaway on the South American coast, that you were picked up and taken care of by an old Spaniard who had a wife and two daughters?—I never spoke to him on the subject.

Did you ever go on board with them some time, and then came to Melbourne?—Certainly not.

Did you say you had been to Valparaiso and Rio?—I did not speak to anyone about where I had been.

Did you not talk Spanish with Beeson?—I never did.

Did you tell him that you knew a good deal more about London than he did, for that you had been interpreter, and knew every lane and alley in London?—I did nothing of the sort. I suppose no man in London knows less about it than I did.

Did he not speak Spanish fluently, and did you not speak it fluently also; it might be good or bad Spanish?—I don't believe Beeson can speak one word of Spanish. I never heard him speak one in my life.

Did you tell him that you knew South America well, and that you had been further north than Rio?—No.

In 1851 did you not form an attachment to and keep company with a Miss Loader?—Certainly not. I never knew any Miss Loader.

Did you ever see her before she appeared in court yesterday?—I never saw her until I saw her in company with Whicher in front of my house at Croydon two years ago. The only other time I saw her was when he brought her down to my poor mother's funeral.

Was she pointed out to you, and were you told who she was?—Oh, yes; it was all over the country wherever you went.

Were you told she was a connection of yours?—I think it was said she was an old sweetheart of mine or something of that kind. I had no knowledge of her. I had her name in the instructions of Arthur Orton, that was all. I was to inquire for information concerning her. The instructions were in writing. They contained the names and addresses of several people. I was to get information about her, and let you know what I found out. I made one inquiry by letter about Miss Loader, to which I got no answer, that was all. I suppose I had too much to do of my own.

Did you know from Arthur Orton that she had been an old sweetheart of his?—He did not tell me what she had been. I believed she was a connection of his. I did not make more inquiries, because just before I went to Paris I had a good deal of trouble in consequence of Gosford's behaviour. When I saw Orton's sister I did not make any inquiries about Miss Loader.

When did you first learn that she asserted that you were Arthur Orton and that she was an old sweetheart of yours? I think Rous learnt it from Whicher. It would probably be in 1866 or 1868.

Did you tell Arthur Orton what she said?—I cannot say I ever mentioned it in my letter to him.

Surely that was a thing you must have communicated to him?—I really don't know what I said to him.

Did you keep a copy of the letter?—No; but I should not at all wonder you have a copy. I should not have made that remark; but, although no one knew the contents of that letter but myself, I have since heard the contents stated, and some one, I suppose, must have opened it.

I should like very much to know the contents.—I asked him to meet Mr. Mackenzie to ascertain what he was doing in Australia.

Can you recollect anything more of it?—No; that is all I intend to recollect.

Five letters and envelopes were handed to witness, who said they were all apparently in Orton's handwriting. He was then handed his first letter to Lady Tichborne from Wagga Wagga, and one dated Torquay, Christmas-day, and asked to place them side by side. The cross-examination was then continued:

Upon your solemn oath, were those two letters written by different people?—Upon my oath to God, this (the second) is not my letter.

That is no answer.—Well, then, upon my solemn oath, they were written by two different people.

Are they alike?—There is a similarity in the writing, but they are not alike. I have often seen writing that I thought was mine.

I tell you you have now a letter opened, which, when I showed it to you shut in the Sessions-house, you said was very like your own.—Very likely. I don't pretend to be a judge of handwriting. I have before now sworn to handwriting which was not my own. I don't remember the letter.

The Judge—It has my mark upon it?

Witness—There was a seal upon it?

The Solicitor-General—Yes. I have torn that off.

The plaintiff's evidence having been referred to it was found that he said he thought the writing was not his, but it was not unlikely. Plaintiff had repented, three or four times, that he did not believe the writing was his, and that he would not swear to handwriting.

Another letter was handed, and the witness said it was in his handwriting, and the Solicitor-General said it was an unquestioned letter of Roger Charles Tichborne of the 4th January, 1851.

Witness said it was unfair to pick out letters in this way. Every one of his letters should be put in. After writing that letter in 1851 he was seven or eight years without writing a letter at all, and naturally his handwriting would alter.

After a good deal of confusion about letters, it transpired that the Solicitor-General was putting in three letters—first an acknowledged letter, written by Roger Charles Tichborne, from Cahir, in 1851; another written by the claimant from Wagga Wagga; and another written from Torquay, by Arthur Orton, in (as was suggested) 1852. Witness was shown the three letters together, and asked whether they were written by different persons. He swore they were. The Cahir and Wagga Wagga letters were his, the other was not.

Did you write a number of letters to Miss Loader in 1852 or 1853?—I swear I never wrote a letter to Miss Loader in my life.

The witness was then asked several questions put to him the other day as to his going out in the ship Middleton with a couple of Shetland ponies to Van Diemen's Land, and as to two of the crew being named Lewis and Peebles. Witness as before denied the entire circumstance.

Have you since had a list of the crew of the Bella, and found out that Owen Lewis and James Peebles were on board?—I never said anything about Lewis.

Nor Peebles?—No, that does not occur, but there is a very similar name. I have seen a list of the crew of the Osprey, and the names of Owen Lewis and James Peebles are there.

Have you ascertained that neither name occurs in the list of the crews of any ship that put into Melbourne in June, 1854?—No, the names do not occur, as far as I know. There was an inquiry made on my behalf to ascertain, but I don't know where. I have heard nothing more about the crew of the Bella since we last talked about it.

I have asked you about the life of Arthur Orton down to the time he went to Australia; can you fix for me the precise date when you first met Arthur Orton in Australia?—It was in the latter end of 1855.

You said, I think, you did not learn he had been in Chili?—I did. I have heard him speak of Valparaiso.

When was it that you heard him say he had been to Valparaiso? I don't know; it was in the course of conversation. I never learned from him about what time he was in Valparaiso. I learned it from the Chili commission. I never heard him mention other places in Chili—neither Santiago nor Melliplla. I never heard him speak of Castro. This book (produced) has many of my marks, but some of them are not mine—the roughly-drawn sword and two crescents back to back are not mine, I believe. I will not swear they are not.

Just take that Torquay letter and see whether there is the same kind of sign?—That appears to me to be a very different thing altogether.

Take this letter (handing another). Is that like the mark in your book?—There is not the slightest resemblance. It is the book belonging to Mr. Higgins, and I marked it for him.

The Judge—The mark in the book is simply an X divided, but in the letters there are some dots.

The Solicitor General—Will you swear that the piece which has been cut out from the book was not the name of Arthur Orton?—No. I don't know what it was. (The book referred to was a Ready Reckoner produced in court some time ago.)

Had Arthur Orton anything to do with the bushranging set you spoke of in the letter to Mr. Richardson?—No, I think not.

Did you wish to suggest to Mr. Richardson that Orton had been a bushranger, and was shot?—No, I think not. The man who was shot was well known everywhere, and £2,000 was offered for his head.

When you wrote to Mr. Richardson?—It so happens I never did write to him.

Well, whoever the sch